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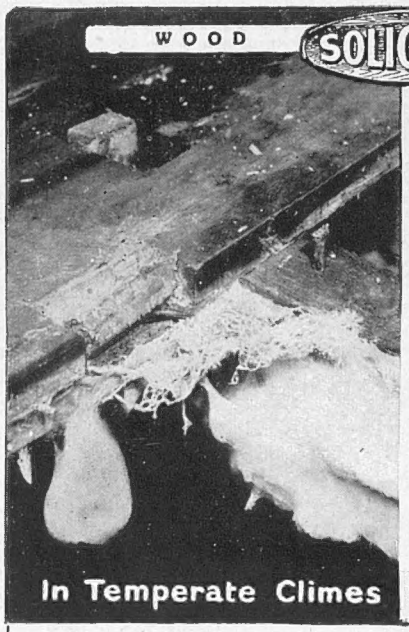

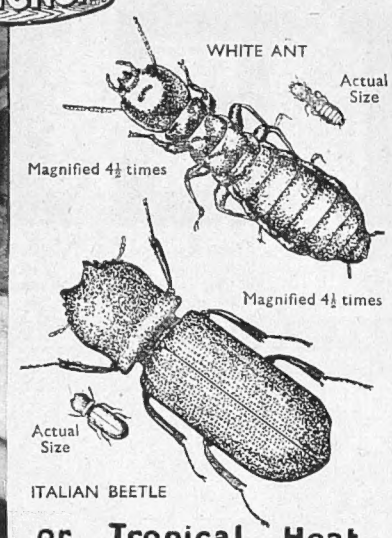

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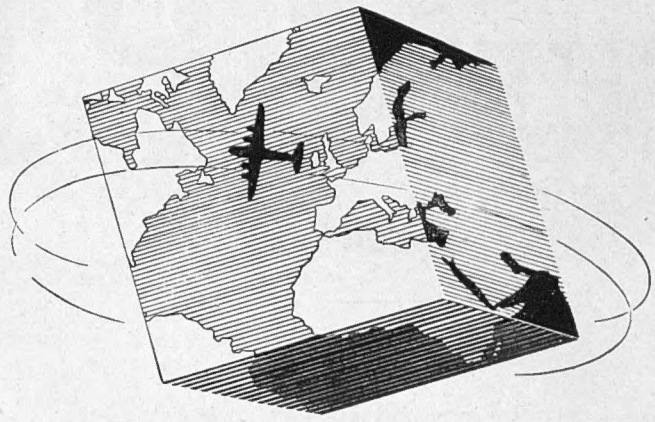

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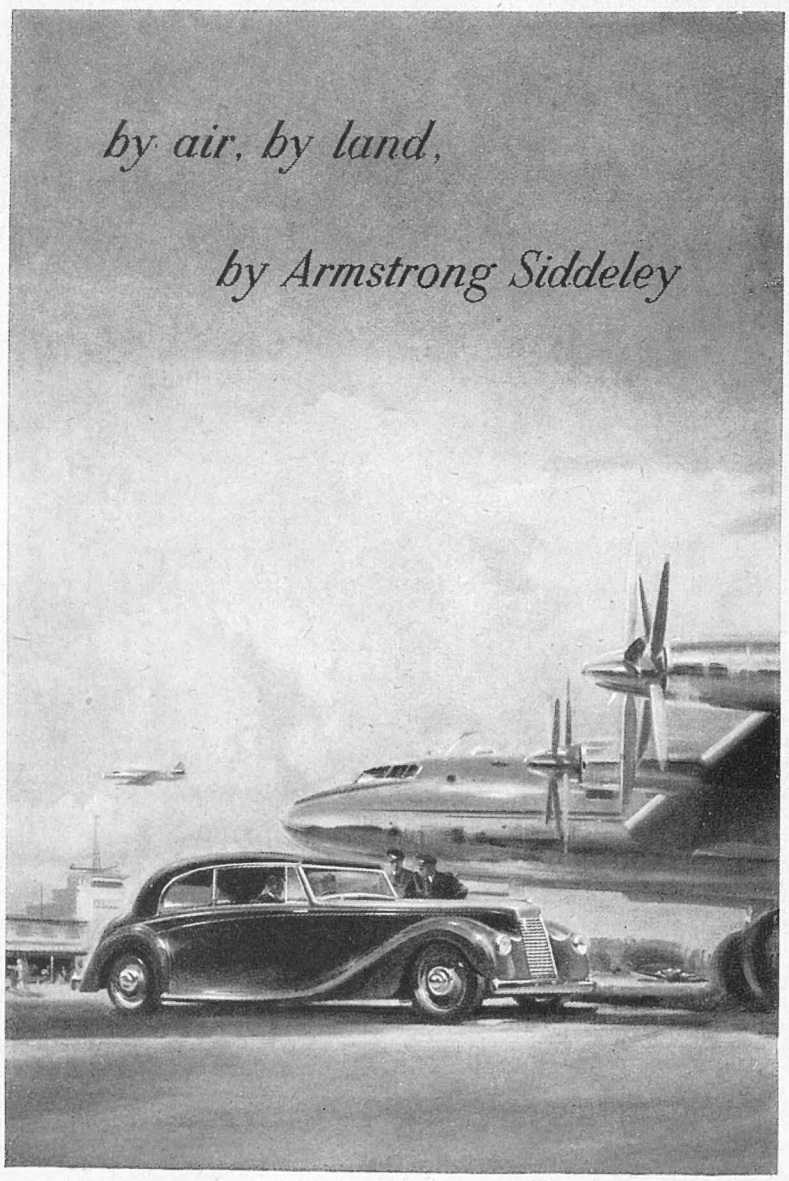

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Shell refinery—at home

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Some kind of installation
that was always being bombed in the war,
at places with names like Plovdiv and Dambang?
That's nearer, but still not quite right:
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Stanlow, by 1952,
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Volume CXCVI No. 2558 The SPHERE, London, February 12, 1949

THE SPHERE

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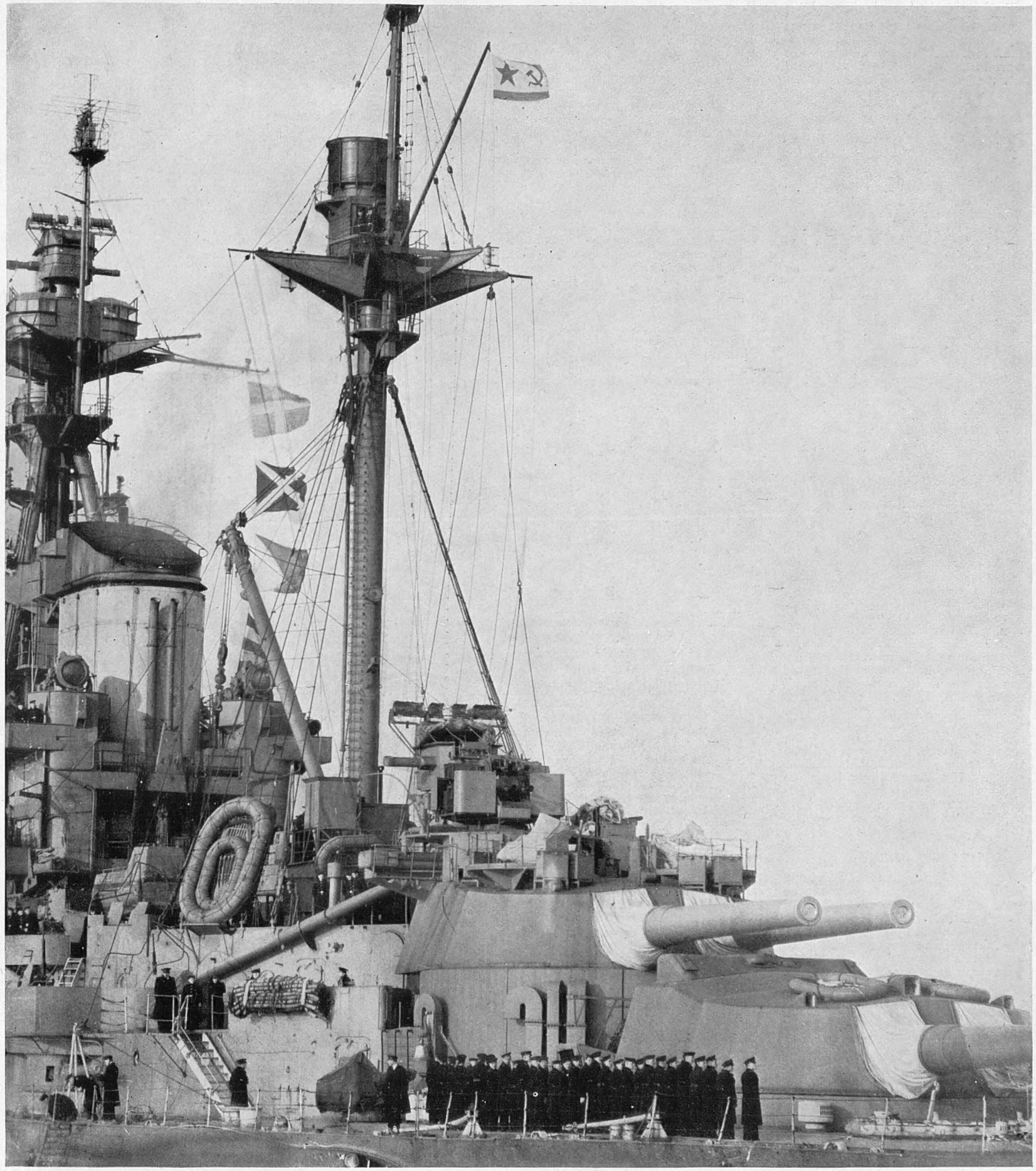
The Empire's Illustrated Weekly



RUSSIANS BRING HOME THE "ROYAL SOVEREIGN"—**THE 29,000-TON BATTLESHIP, ON LOAN TO RUSSIA SINCE 1944, SEEN ON ARRIVAL AT ROSYTH, WHERE THIS WEEK SHE WAS TAKEN OVER OFFICIALLY BY THE ROYAL NAVY: On board the "Archangelsk," as she was still called until the handing-over ceremony, was a Russian crew and she flew the Russian Ensign, a star and hammer-and-sickle emblem.** (See also page 219 of this issue)

Thirteen British ships in all were lent to the Russian Navy in 1944. Nine were former American destroyers, which had become British by gift in 1940, and there were three submarines and the battleship *Royal Sovereign*, now a veteran of thirty-three years. Manned by a Russian crew the *Royal Sovereign* steamed into the Firth of Forth at the end of last week, and she anchored off Rosyth, there to remain until her re-transfer to the British Navy. At the same time the destroyer *Zhostki* (formerly the *Roxborough*) returned under the same arrangement, and moored in the Forth alongside the battleship. In the early afternoon the Russian Commodore Petreshev and other officers went ashore and called on Vice-Admiral Sir Ernest Archer, Flag Officer Commanding, Scotland and Northern Ireland. One of the first requests of the Russian Commodore was to ask if seats could be found for him at the International Rugby match between Scotland and Wales at Murrayfield, and last Saturday Commodore Petreshev and some of his fellow officers attended the game and were entertained by officials of the Scottish Rugby Union. Last Sunday the Lord Provost of Edinburgh visited the battleship

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Stalin and Peace.—

You and I, inarticulate and anxious, drive on with our lives under the shadow and dread of a third World War. We often say one to another: "There is only one prime duty of the present heads of government of the Great Powers—to meet together and thrash out a way to lasting peace in time to deal with economic terrors not less fearful than war." But it doesn't work out that way. These big men sit at home in their watertight compartments building up armaments, replying to each other's insults, splitting the world into camps. They have become disillusioned and no longer believe in the value of personal contact. I do not say they have not colour for pessimism; but I doubt if they should ever cease to try. It is left, then, for a newspaper man to attempt to restore that personal touch. He puts to Stalin those very questions which you and I regard as plain common sense, and Stalin answers every one favourably and without reservation. "I will meet Truman, with a view to publishing a joint declaration that our countries will never go to war; we will go on to agree a world pact of peace leading to disarmament, and I will lift the Berlin blockade on your conditions." How simple, how frank, how inexpressibly comforting! Our black clouds disperse and the sun shines on a world set free, once more to be released from Bedlam. Why is it that Western know-alls instantly jeer at these answers as one more patent move in the game of bluff and cold war? The know-alls remember that such questions have been asked and favourably answered before, and that, on the very morrow, new insults have been hurled by Moscow at New York or London, and new evidence of cold-war third-degree methods has been cited—the blockade itself, for example. They argue that Truman is always ready to meet Stalin in Washington and that both countries have already signed a no-war declaration. Who is bluffing, if it be again bluff? The issue is so serious for civilisation that I dare to ask whether Mr. Truman, in his unique position, has any right to refuse to "call" Stalin's bluff, if such it be. Surely to Heaven, he should cable a suggested time and date, a half-way house of meeting, even if the risk of his being fooled is enormous. How can anyone be quite sure of what is in Stalin's mind? The West cannot have the "iron curtain" both ways. How can any statesman refuse to try for what may be a 1,000-to-1 chance? even at the risk of "loss of face."

Ethics of Public Life.—

The House of Commons invariably closes its ranks whenever outside criticism of its standards of honour is likely to be raised. And very properly; for British institutions of Parliament, Civil Service and the Judicature (and, indeed, business) are treasured national assets in their integrity and high ethical standards, and are the envy of the world. No one expected otherwise of Mr. Churchill than to vindicate Parliament and public life and the Civil Servant, and to make no party capital out of the Church House Tribunal, beyond that irresistible little dig at the multiplicity and complexity of restrictions which create both a temptation to the public to sue for, and minor officials to concede, licences which create a privileged class. We often smile at this harmony and unanimity of the House, so unlike its normal mock-hatred, when its own institution is under suspicion. We see the same thing in Spain; we used to see it in Ireland (*vide Red Hand of Ulster*). But no one doubts that the Lynskey Tribunal has done a good job well and given a useful jolt to public men in a reminder that each and all must be, like Cæsar's wife, not only personally pure but must keep outside the fringe of that underworld where malicious gossip may find room to play. Let us say and hear no more about the sorry business.

Socialist Propaganda.—

The word propaganda has been suspect for forty years. World war expediency dragged it through the mud, and any child, who can reason as well as read, must nowadays regard the word as synonymous with distortion, if not sheer lying. Such distortion is not new in election propaganda. One remembers "Chinese labour" and the "big and little loaves," among other "old, far-off unhappy things." And the Socialist Party organisation is more conservative in these crudities than the Conservatives, whom they lash for conservatism. But it was certainly carrying the war too far to select a Royal prince's portrait taken in 1936, to represent a "bonny post-war baby" born and nurtured under beneficent, Socialist, parental Government. The show-up should lead to high promotion for the party-propaganda officer responsible for this example of *splendide mendax* and breach of taste. In fact, Mr. Morrison must be trembling for his own tenure of office.

Another Cut in Meat?—

I am one of those who would support our Ministers in a decision to dispense with Argentine meat supplies rather than to be exploited and held to ransom by these old customers of ours. About a third part of our meat supplies comes from the Argentine, and it is fair to say of the balance that much of it is unwelcome to dogs and unfit for man. And it is not easy to cut by a third what is already nothing much. I shall give my support for such an official gesture, therefore, partly "for the principle of the thing," partly because it will make so very little difference to me personally. For when the shooting season ends each year, it has become our custom to revert to vegetarianism. In our rural solitude, mutton is unknown. All that comes to us is labelled beef, though palpably shoe-leather, and there are no trimmings for the rural housewife. Would that there were more chances of standing firm for one's principles with so little personal loss or discomfort!

Clothes Rationing.—

We are not always as grateful as our paternal Government expects us to be when they decide to lighten our fetters in a small way. We usually jeer at the relief as a half-measure, a cowardly compromise or an obvious election manœuvre. So with clothes rationing. I can now buy a winter vest or a new suit of clothes without counting out coupons. Good. But I am still rationed. I forebear to order the suit because I refuse to pay—can't afford—£30 for a suit which Crusoe would not jib at, or to buy a vest which quite certainly will shrink to an infant's size after two washes and disintegrate into hanks or strands of wool after four washes. These things being the truth (not fantastically exaggerated), I am inclined to agree with the Trade that (as things are) the concession is a half-measure, and that clothes rationing might go *in toto*. If prices fell and workmanship improved, it might be another story. But that story won't be written in 1949 or 1950.

Sugar for Jam.—

The Women's Institutes have at last through their chairman voiced their growing indignation at the act of injustice and lack of economy implicit in the new sugar regulations, under which the home jam-makers stand to lose 6½ lb. of sugar a year, which they have so well used in the past to convert their home-grown fruit into jam. What are the gardens of England meant for, if not for this purpose, and who will continue to cultivate a utility garden if no option is accorded for taking sugar in lieu of retailed jam? Here once more we feel the dead hand of the urban mind (if you will pass this Irishism from the pen of an outraged rustic)! Here, indeed, is the double mind and double voice of official sloganism: "Grow more and use less!"

ALL SMILES AT WESTMINSTER—THE NEW BISHOP OF BERMUDA, WITH THE ARCHBISHOP OF CANTERBURY, AFTER HIS CONSECRATION IN THE ABBEY ON CANDLEMAS DAY: At the time of his appointment to the See of Bermuda, where he succeeds the Rt. Rev. A. Heber Browne, the Rev. John Arthur Jagoe was Chaplain-in-Chief to the R.A.F., a position he has held since 1944, latterly with the relative rank of Air Vice-Marshal. The new Bishop, who was consecrated a month after his sixtieth birthday, was ordained in 1912 after receiving his education at Cork and at Trinity College, Dublin. He was a Chaplain to the Forces from 1918 until 1923, when he became a chaplain in the R.A.F., later becoming Assistant Chaplain-in-Chief in 1939. Standing in the background of this picture is the Archbishop's Chaplain, who is seen carrying the Primatial Cross of Canterbury. On the same day in York Minster, the Archbishop of York consecrated Prebendary H. de Candole to be Suffragan Bishop of Knaresborough

Colour in Churches.—

Our remote ancestors saw the value of colour in religion. It is easy to follow the stages by which such colour gradually faded from our cathedrals and churches of the established religion. The hand of Time and the hand of reactionary men combined, and sometimes the results have created new and undreamed-of beauty in the greatest monuments of religion, the grey glories and stark simplicity and grace of our matchless Minsters and cathedral churches. Paint and pigment, colour and decoration, could only distract the eye from the magic of column and tracery, carving and groining. But all our workaday churches are not as Salisbury, Wells or Winchester, and for myself I subscribe to the Bishop of Chichester's plea for colour in ecclesiastical architecture and even pictures in parish churches; yes, even pictures of no essentially religious kind. It is when the question of restoring the original pigments in those famous cathedrals and churches, for centuries grey and dim with a beauty unsuspected by the original craftsmen, that "doctors disagree" and express their disagreements so bitterly. And the real secret of restoration is probably (as in all else) *moderation*. It takes a long time to kill the prejudices built up in three centuries. For so long Englishmen have come to admire the glories of greyness and to forget the glories of colour in their shrines. And so it is that our restorers should begin with restraint and hint at colour before they lay it on with a trowel. Steam-washing should be the opening campaign, and pigments be reserved for the year 2000.

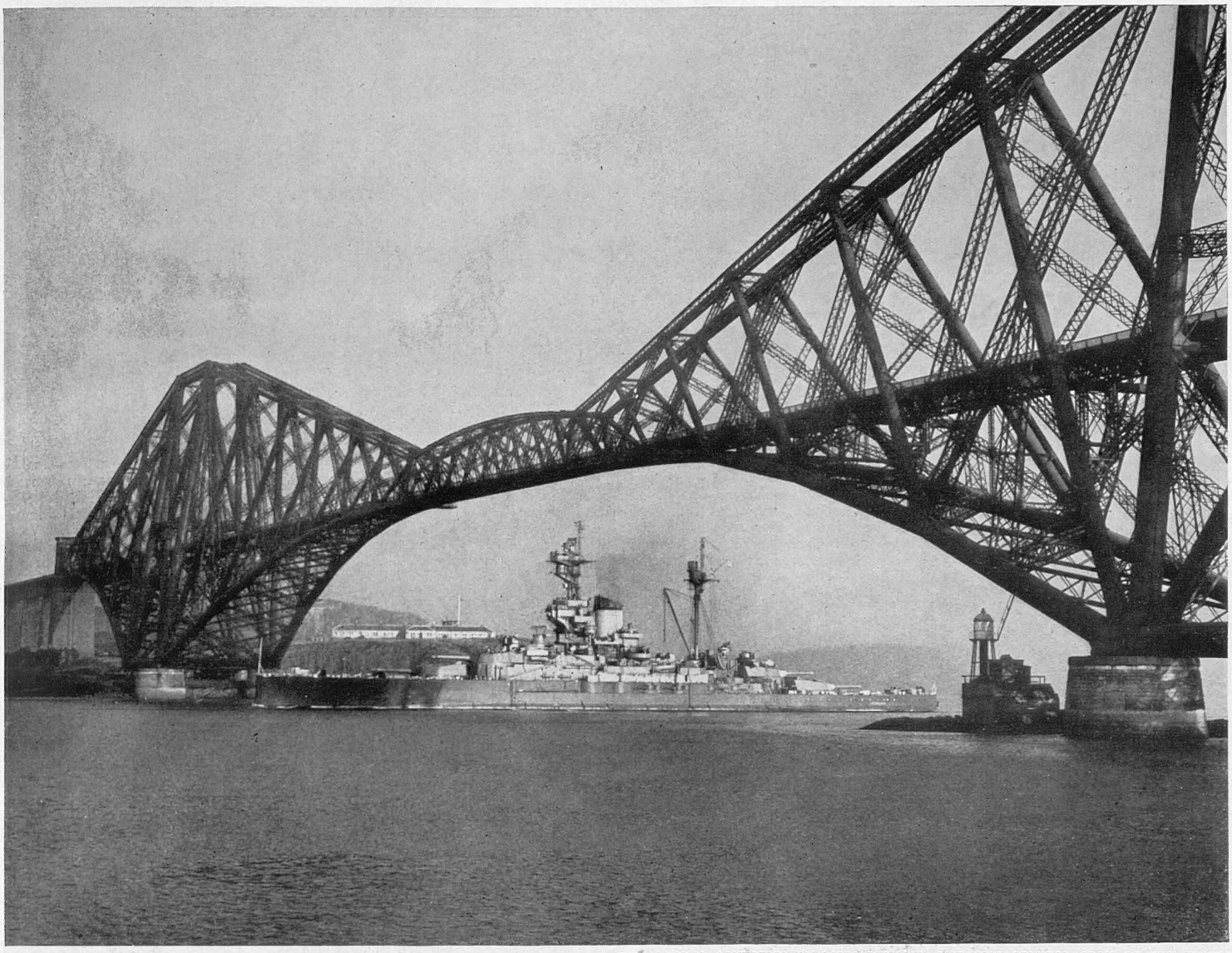
Winter Sunshine.—

The spots lately visible on the sun had no effect in tempering its warmth in the south. If we must have winter, we prefer it under a cloudless sky, and I record with gratitude eight days of continuous sunshine from 8 a.m. to 5 p.m. or later. How many of our robuster neighbours in the South Coast towns spent these hours in the sea (as reported by the B.B.C.) I do not know; but I accept the "dozing in shirt-sleeves in deck-chairs." The nights have been bitterly cold, but between 12 and 3 p.m. it has been pleasant enough to sit out and lunch out without benefit of overcoat; and if we can manage to finish with this cold snap without a snowy aftermath, I shall write off (optimistically, perhaps) the winter of '48-'49 with heartfelt thankfulness. I do not forget that the fearful winter of 1947 did not get into its stride until February, and lasted six long weeks.

A Really Funny Tale.—

I like a good laugh, and I find too few occasions for it in current fiction. Having just read an advance copy of a book to be published on February 25 I strongly recommend to anyone with an educated sense of humour Mr. Eric Romilly's *Bleeding from the Roman*. The idea is (if not entirely new) by no means worked out; one in which a young man of to-day finds himself back in the days of Boadicea, and with the aid of his shot-guns, motor-car and spare petrol, helps to beat the Romans on their own ground. Unless in the choice of his title, the author never puts a foot wrong, the fun is fast and furious, the historical background quite educative and, if some of the incidents are frankly described, they are never tasteless, and that goes for the illustrations too. In short, this is a first-rate laughter winner, in the tradition of Lancaster or Seller-Yeatman, and I heartily commend and recommend it (Chapman and Hall. 9s. 6d.) for three crowded hours of glorious laughter.

THE OLD STAGER

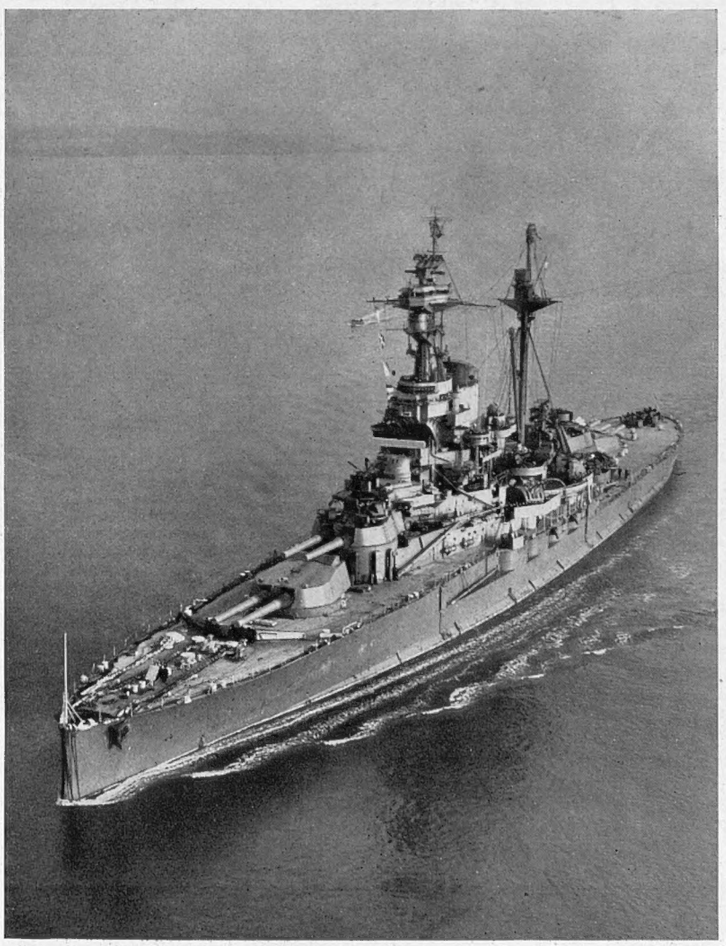


THE "ROYAL SOVEREIGN" PASSES BENEATH THE VAST CENTRAL SPAN OF THE FORTH BRIDGE: The 29,000-ton veteran seen on reaching the Forth at the end of her journey from Russia and prior to her re-transference to the Royal Navy

"ROYAL SOVEREIGN" IN THE FORTH

The Russians Return the Veteran British Battleship

Britain lent ships to Russia in 1944 until such time as the surrendered Italian Navy could be divided among the Allies for service. Now, amid many Italian protests, the Italian warships are on the way to Russia, and thus the *Royal Sovereign* which the Russians called the *Archangelsk*, the *Roxborough* (*Zhostki*) and other destroyers and submarines are now being handed back to Britain. The three submarines *Unbroken*, *Unison* and *Ursula* are understood at the time of writing to be on passage from the port of Murmansk.



THE "ROYAL SOVEREIGN" APPROACHES ROSYTH: The battleship in the placid waters of the Forth shortly before she anchored just to the west of the Royal Navy Dockyard. At a subsequent conference it was arranged that the turn-over of the battleship should begin on Monday, February 7

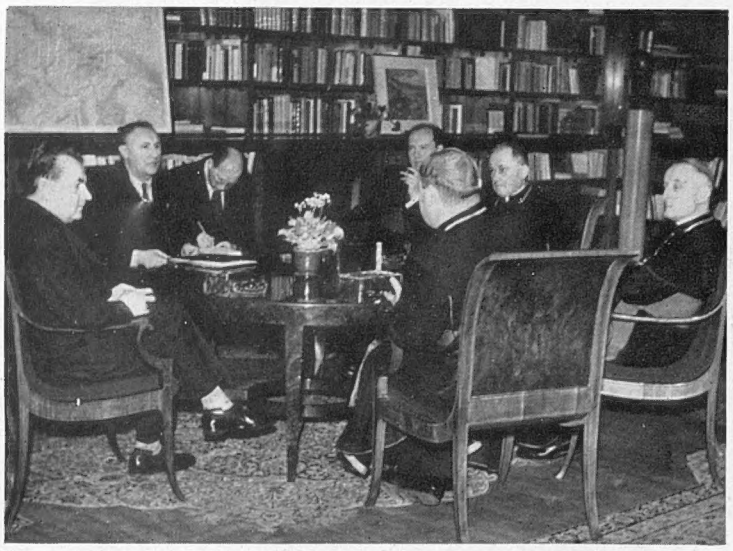
COMMODORE PETRESHEV COMES ASHORE: The senior officer of the "Royal Sovereign" with two of his colleagues stepping off the landing stage at Rosyth. Last Saturday afternoon they went to Murrayfield to watch the Rugby International. Later they went on a shopping expedition in Edinburgh

HOW MOSCOW MARKED THE TWENTY-FIFTH ANNIVERSARY OF THE DEATH OF VLADIMIR ILYICH LENIN : A view of the great gathering of Soviet leaders beneath the portrait of the leader who brought the Soviet Union into being. Seated in the centre is Marshal Josef Stalin, and standing on the rostrum on the left, delivering the tribute to Lenin, is Mr. P. N. Pospelov. The two figures in the foreground on Stalin's right hand are those of Mr. Molotov, Minister of Foreign Affairs, and Marshal Voroshilov, the victorious commander of the early days of the war, making a rare reappearance among the Kremlin leaders. Seated behind Mr. Molotov and Marshal Voroshilov is Marshal Bulganin, Minister of the Armed Forces. Behind the microphones on Stalin's left hand is Nikolai Shvernik, Chairman of the Presidium of the Supreme Soviet of the U.S.S.R. Next to him, with flowing moustache, is Marshal Budynny, the Russian cavalry leader, who defied the German advance in the early days of the war

THE MARCH OF COMMUNISM

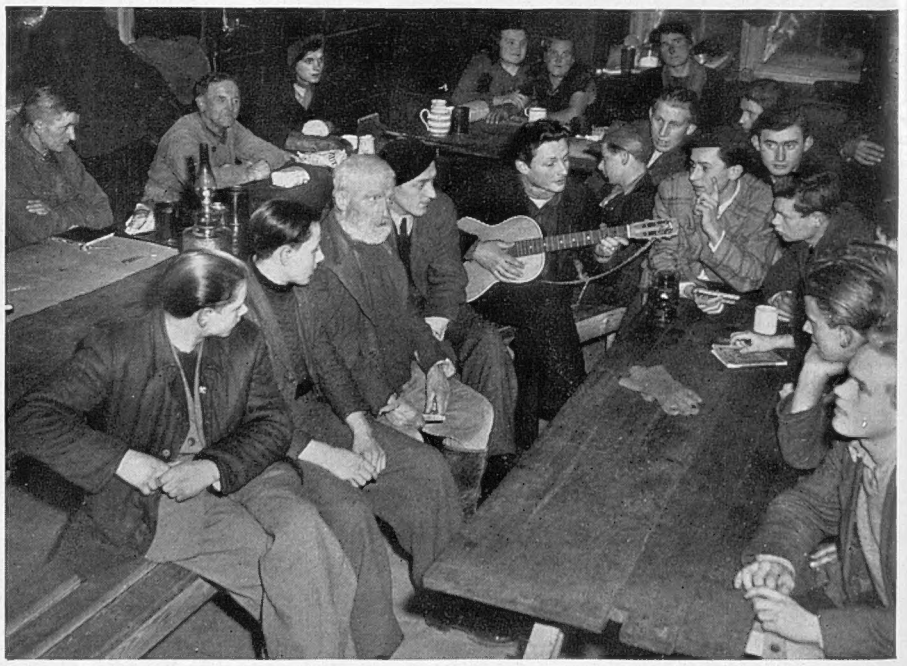
Moscow and the Lenin Anniversary: The Kravchenko Case: President Gottwald Meets the Czech Bishops

MR. KONNI ZILLIACUS, LABOUR MEMBER OF PARLIAMENT FOR GATESHEAD, GIVES EVIDENCE IN THE KRAVCHENKO CASE : Mr. Zilliacus, who spoke of Mr. Churchill as a warmonger, is seen answering the questions of one of the counsel in the case which has provided such a sensation in Paris. Mr. Zilliacus told the court that Mr. Kravchenko's book, *I Chose Freedom*, was part of a campaign for war against Russia. He denounced the Russian refugee writer as a traitor, because he had written that "when the Nazis were in Russia there was no difference between them and the N.K.V.D. [Russian secret police]." Mr. Zilliacus concluded his evidence by stating: "As I have sworn to tell the truth, I must say that I have many times said in the House of Commons that Mr. Churchill is a warmonger"

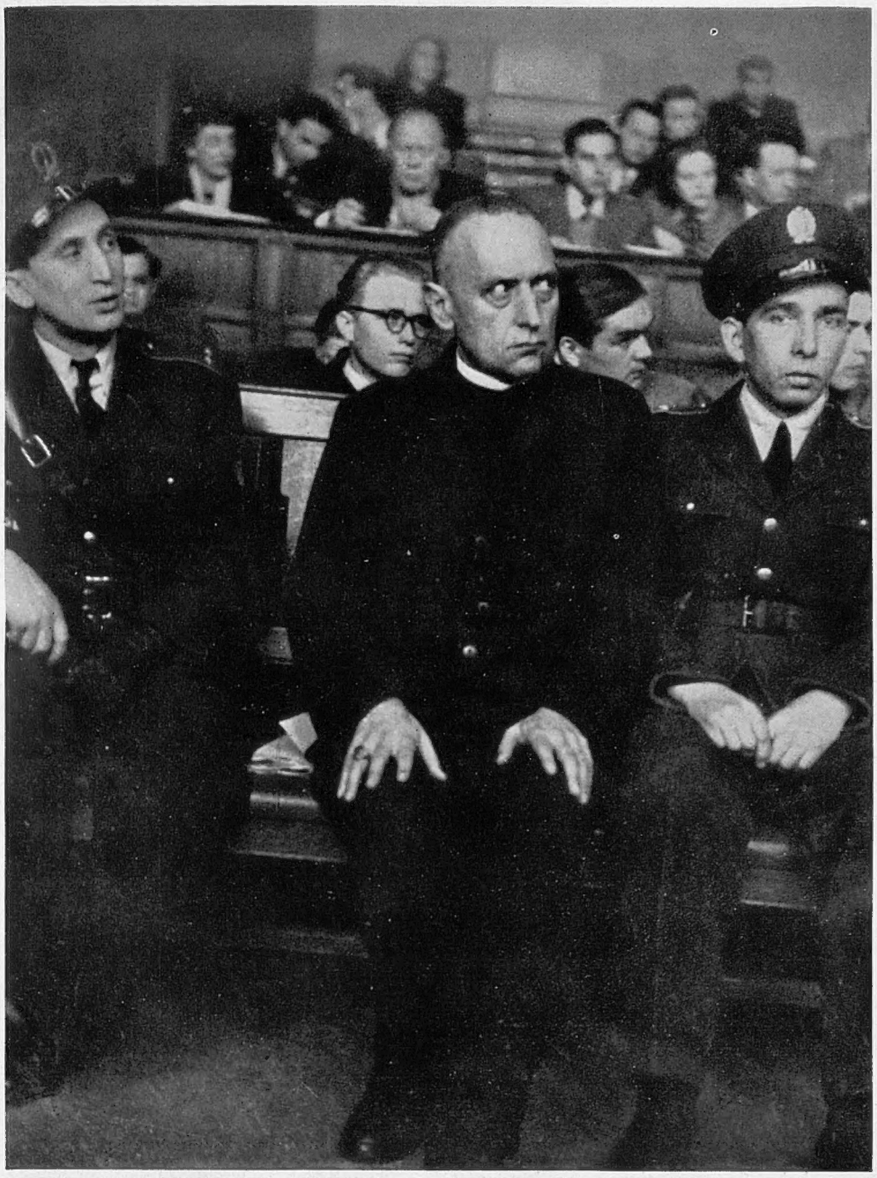


MR. GOTTWALD WITH THE LEADERS OF THE CZECH CHURCH : The President of the Czechoslovakian Republic (left) seen with the bishops whom he met to discuss the relations between Church and State. In the foreground (back to camera) is Dr. Trochta, Bishop of Litomerice, and on the right is Bishop Necsy. On Bishop Necsy's right hand is Dr. J. Matocha, Archbishop of Olomoug. The meeting was preceded by a sudden cessation of attacks upon the Church

THE PEOPLE OF MOSCOW PAY THEIR TRIBUTE TO LENIN ON THE TWENTY-FIFTH ANNIVERSARY OF HIS DEATH : Mothers with babies in arms, Red Army officers, soldiers and factory workers queueing-up in Red Square before passing through the mausoleum where the embalmed body of the founder of the Republic lies in state. Lenin, who was attacked by creeping paralysis in 1923, died in January 1924. His funeral was a vast tribute of Russia's masses to the man who had designed and established the Soviet machine. Ever since that time the mausoleum has been a place of almost constant pilgrimage for the orthodox Communist. One biographer of Lenin has declared that he had "the mind of a great scholar which he coupled with the organising ability of a Henry Ford"



REFUGEES FROM THE SOVIET ZONE OF GERMANY : Young and old join in the entertainment at one of the welfare camps which Western Berlin's City Government, with encouragement of the three Western Military Commandants, has now set up to aid the refugees. The camps feed, clothe and find work for German refugees and all other nationals who seek asylum in the Western Zones of the country from Communist rule. They include fugitives from the Russian Zone uranium mines, and others who flee from various forms of forced labour, many of whom make their way to Berlin's Western Sectors after long "underground" journeys through the Russian Zones. Following screening at the welfare office they are then sent to the camps which are situated in the British and American Sectors



CARDINAL JOSEF MINDSZENTY, ARCHBISHOP OF ESZTERGOM AND PRINCE PRIMATE OF HUNGARY, STANDS HIS TRIAL IN A BUDAPEST COURT: The Cardinal-Archbishop sitting grim-faced between his guards as he heard the charges against him of disloyalty, violation of foreign exchange regulations, smuggling refugees, and anti-democratic activities. He bewildered his followers when he admitted the damage he had done to the Hungarian State. There were strong rumours he had broken down under the strain of imprisonment

THE TRIAL OF CARDINAL MINDSZENTY

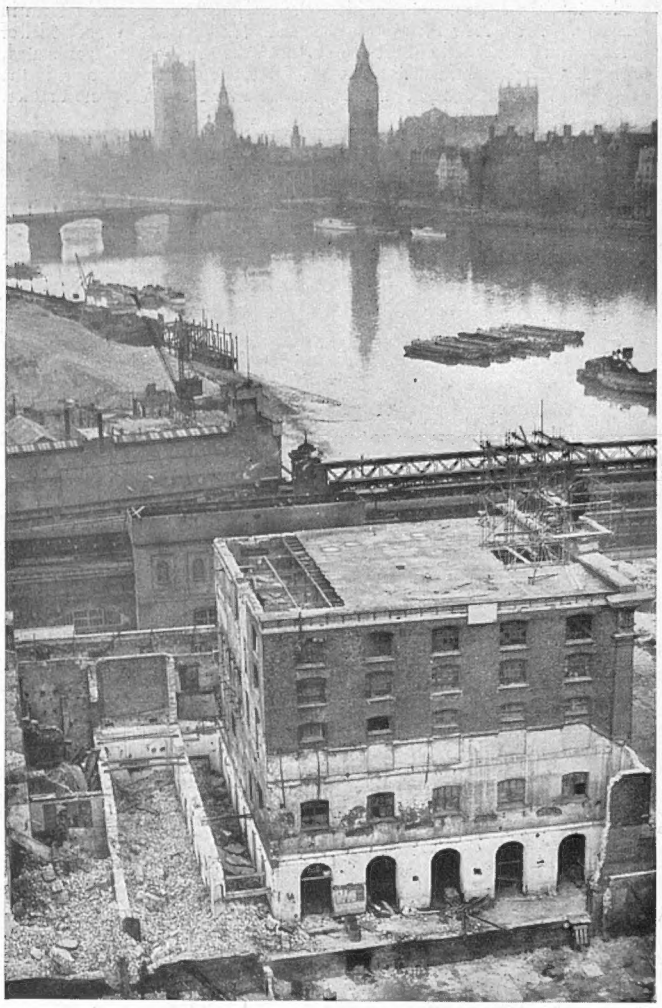
The Hungarian Primate Faces Charges of Treason in a Budapest Court

The trial of Cardinal Mindszenty, taken by the world at large as a battle between Christianity, as embodied in the Roman Catholic Church, and materialism, as expressed in Communism and the Government of Hungary, was expected to prove a sensational trial of strength. The Cardinal, son of Suabian parents from the fervently Catholic West of Hungary, was likely, it was thought, to put up a tremendous fight against those he had so often dubbed as "prowling wolves" and the "forces of darkness." Had he not before his trial sent a letter to the bishops of Hungary saying, in effect, that if he did break down under imprisonment to take no note of his retraction. When the trial began last week there were sensations in plenty, but not of the kind anticipated, and the Cardinal not only admitted a large measure of his guilt, but declared that he had made his confession of his own free will. He also renounced his letter warning the bishops. No climb down could have been more complete, and it was little wonder that his vast army of supporters were left in utter bewilderment. The Cardinal's last speech was the bitterest blow of all to his fervent supporters, and he actually denied that the Roman Catholic hierarchy had opposed the land reform in Hungary. From New York Cardinal Spellman denounced the mock trial of Cardinal Mindszenty and entreated the nation's prayers for that "persecuted, tortured, victimised Primate." The Vatican spoke of contradictions in the evidence, and in London and other capitals there were Catholic protest rallies.

"I REGRET I WROTE THE LETTER TO THE BISHOPS": The Cardinal-Archbishop in the Budapest court when he made his dramatically unexpected retraction

THE BARRISTERS LISTEN TO THE SENSATIONAL EVIDENCE IN THE TRIAL OF CARDINAL MINDSZENTY: This picture was taken in the court-room as the Cardinal made his surprise retraction. Rumour had it that the Cardinal had been subjected to some drug in order to break down his will in facing his accusers, but from other quarters came statements that the Cardinal had completely failed to understand the implications of his past acts and that a disastrous mistake had been made in "raising him from the status of a parish priest to the purple robes of a Cardinal-Archbishop in the space of only five years"

WHERE LONDON WILL BE HOST TO THE WORLD—THE SITE OF THE 1951 EXHIBITION, FOCAL-POINT OF THE FESTIVAL OF BRITAIN : The Exhibition site of 33 acres, lying between the southern approach to Waterloo Bridge and the London County Council offices, is now being cleared of buildings, many of them damaged during the blitz. This picture, together with the others on this page, was taken from the 200-ft. shot tower, which will be used as an observation tower at the Festival. The tower was taken over by the L.C.C. at the beginning of February and the equipment for making lead shot has been taken to Chester



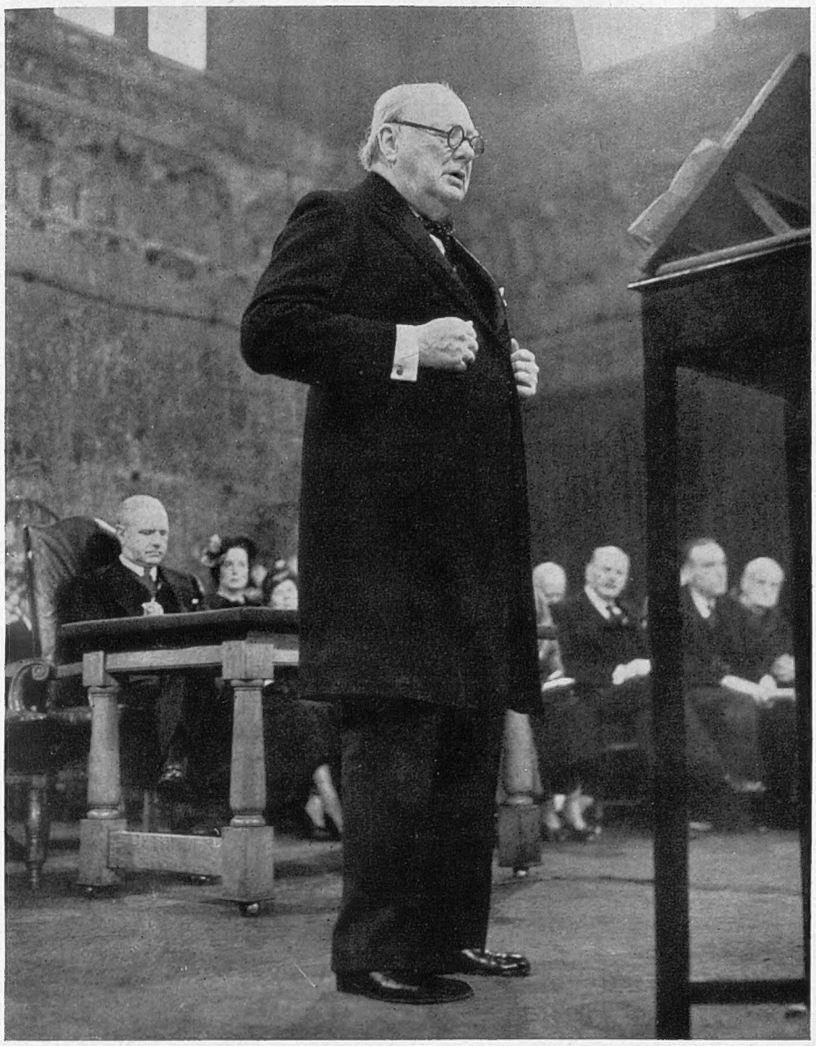
LOOKING TOWARDS WESTMINSTER AND THE HOUSES OF PARLIAMENT : This view from the Shot Tower shows the western extremity of the Exhibition area. In the middle distance on the left is a great heap of rubble from blitzed buildings in South London.

LONDON FROM THE SHOT TOWER

Clearing the Site for the Great Exhibition

These are busy days in South London, for although there are two years to go before the great Exhibition associated with the Festival of Britain, a vast amount of constructional work has to be done. The first tasks are to clear the 33-acre site and to reclaim land from the Thames by the construction of a new embankment. Both these projects are now under way. The Lambeth Shot Tower, which is being preserved at the express wish of the Exhibition Committee, provided a most convenient vantage-point for taking the accompanying pictures

THE PROGRESS OF DEMOLITION WORK ON THE EXHIBITION SITE : A view of the east side of the 33-acre site, showing a large area levelled to the ground. The row of houses on the left will also have to come down. Part of the row was burnt out during the blitz



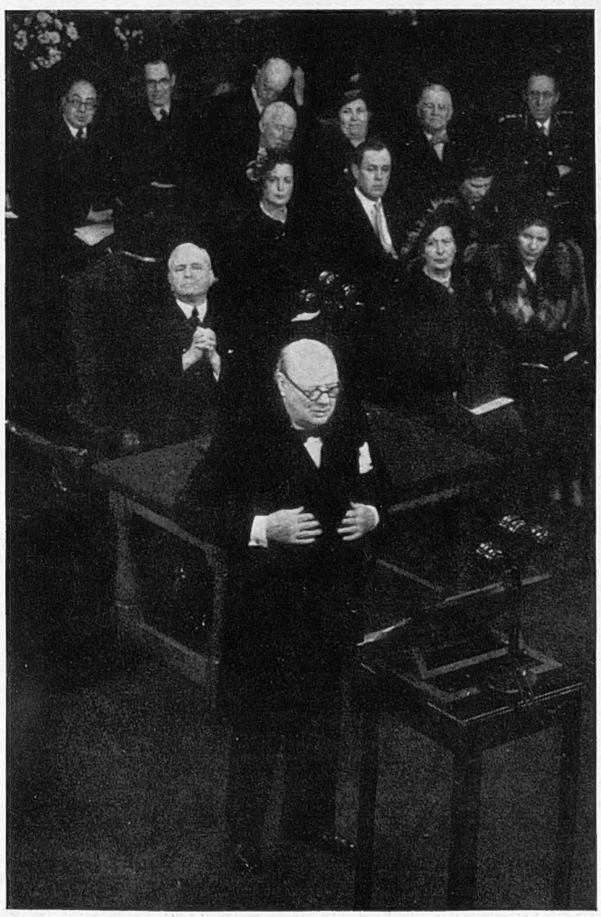
MR. CHURCHILL PROCLAIMS HIS FAITH IN A UNITED STATES OF EUROPE: Britain's wartime Prime Minister speaking at London's Guildhall after receiving the Grotius Medal. The Lord Mayor presided, and among those who took part in it were Lord Cecil of Chelwood, a former recipient of the Medal, and Jhr. Beelaerts van Blokland, Vice-President of the Queen's Council of State

MR. CHURCHILL WITH THE GOLDEN GROTIUS MEDAL: While the veteran statesman examines the award handed to him by Dr. Kappeyne van de Coppello at the Guildhall, Mrs. Churchill plucks at his sleeve, anxious to see the medal. The award, instituted in the Netherlands in 1925, is named after Hugo Grotius of Delft, the great jurist

THE GROTIUS MEDAL Received by WINSTON CHURCHILL

The Presentation at the Guildhall

There was a brilliant gathering at London's Guildhall for the presentation of the Grotius Medal to Mr. Churchill, and the actual presentation was made by Dr. Kappeyne van de Coppello, President of the Vereeniging voor Internationale, Rechtsorde, the Dutch equivalent of the United Nations Association. In his speech Mr. Churchill paid a deep tribute to Grotius, the far-sighted Dutchman. Grotius was born at Delft in 1583, and was appointed historiographer of the United Provinces in 1603. His share in politics led to his downfall. Of tolerant spirit, he wished to mitigate the fierce hostility between the religious parties in Holland, and he assisted Olden-Barneveldt in supporting the Remonstrants. For his part in this Grotius was sentenced to life imprisonment. It was after his escape that he wrote his great work on international law, *De Jure Belli et Pacis*.

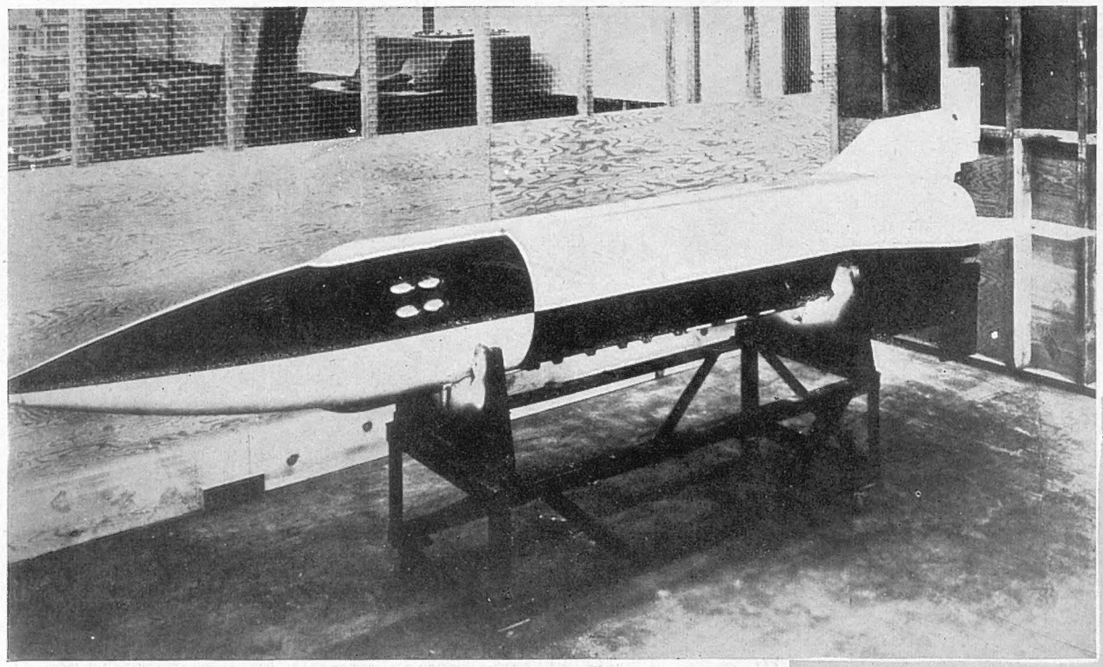


"NATIONS CAN ONLY FIND SANCTUARY FROM VIOLENCE AND AGGRESSION BY ACCEPTING THE RULE OF LAW AMONGST THEMSELVES": Mr. Churchill speaking at the Guildhall after receiving the Grotius Medal. Mr. Churchill declared he valued the presentation as one of the highest honours he had yet received

THE PRESENTATION CEREMONY IN THE BLITZED GUILDHALL: A general view of the scene as Mr. Churchill received the Grotius Medal. The award was instituted in the Netherlands in 1925 on the occasion of the tercentenary of the first publication of *De Jure Belli et Pacis*, the monumental work by Grotius, in which he expounded, from his great fund of learning, his views on the powers and duties of states. Grotius wrote the work in exile. He died at Rostock in the year 1645

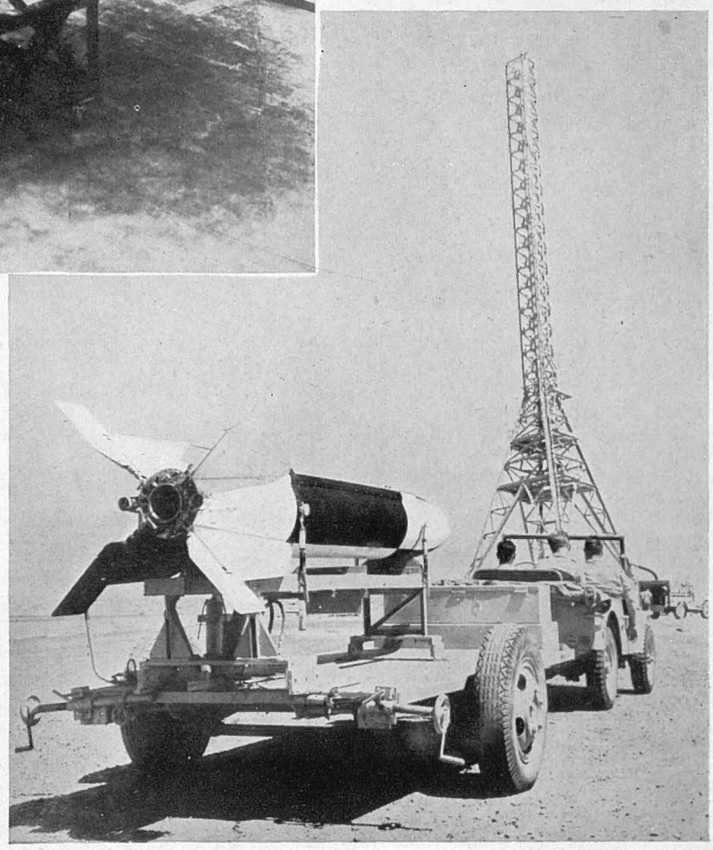
The Guided Missiles of ALAMAGORDO and WHITE SANDS

Recent Aeronautical Developments at the New Mexico Proving Grounds

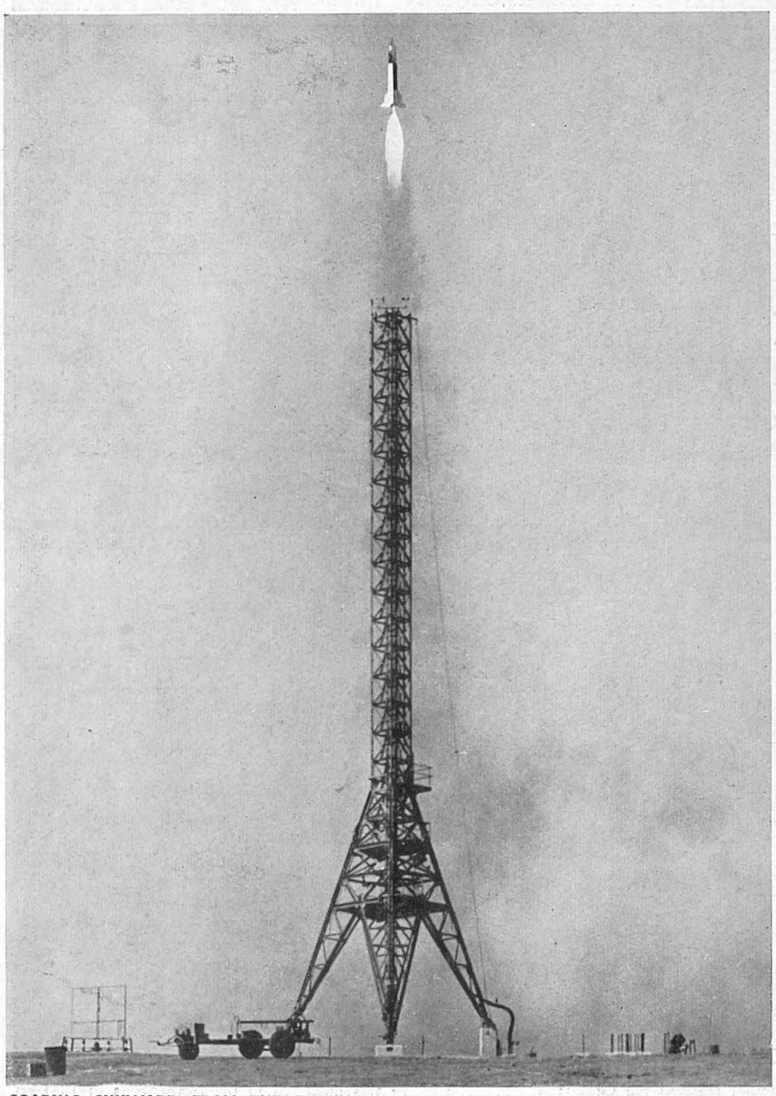


THE NEW GUIDED MISSILE OF ALAMAGORDO : This 13-ft. projectile, called the Nativ, has been introduced by the United States Air Force and is now under test at their Holloman Air Force Base at Alamagordo, New Mexico. The Nativ, built by the North American Aviation Company, is designed for making aerodynamic tests at supersonic speeds. It is launched from a tall metal tower

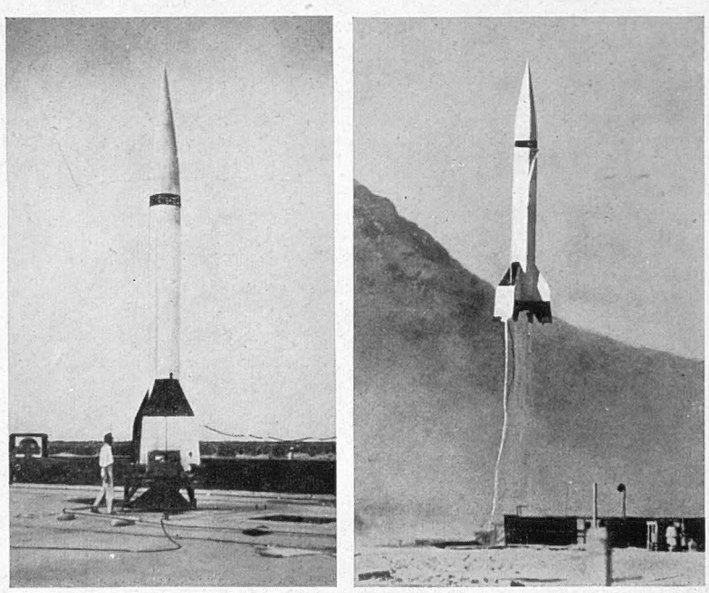
Since the German defeat, the American Air Force and the American Navy have gone ahead with all speed in experimentation with guided missiles and, with German experts to aid them and the V 2 as a model from which to work, progress has been rapid. Experiments are going ahead at Alamagordo and White Sands, New Mexico, and the pictures on this page show two different types of missile, the 13-ft. Nativ, a test vehicle launched from a steel tower at Alamagordo, and the Consolidated Vultee 774, the American version of the German V 2, which is about 45 ft. long. The Nativ, powered by a liquid-fuel rocket motor, has been under development for the past two years and is designed essentially for research at supersonic speeds. It is also of special value for training crews in the launching of V 2's. It would appear that it has not reached any phenomenal altitudes, ten miles being the present ceiling, whereas adaptations of the V 2 have attained heights of over 100 miles and returned to the ground with camera records of the earth's surface taken at varying altitudes. Some of these appeared in THE SPHERE during the course of 1948.



A NATIV APPROACHES THE LAUNCHING PLATFORM AT ALAMAGORDO : The 13-ft. missile being conveyed to the tower on a lorry equipped with winding gear to bring it to the vertical position. A number of successful launchings has already been completed at this desert station



SOARING SKYWARD FROM THE PROVING GROUNDS OF ALAMAGORDO, SCENE OF THE FIRST ATOMIC EXPERIMENT BEFORE THE BOMBING OF HIROSHIMA : The guided missile leaving the tower on which it is guided in the first seconds of flight



BASED ON THE GERMAN V 2 : The Consolidated Vultee 774, the first American full-scale version of the German wartime weapon, seen (*left*) before launching from White Sands, New Mexico, and (*right*) a moment after beginning its ascent. The 774 is 32 ft. long as compared with the 45 ft. of the German V 2. It is intended for upper atmosphere research and fitted with automatic cameras

Although outwardly similar to the V 2, the 774 contains many improvements, including stabilisation devices which ensure better launching characteristics. Its potential ceiling is over 100 miles. When the Germans produced their original V 2 with the intention of terrorising England, and London in particular, they did not wait to see how the new missile would behave, nor did they expend much time upon the training of crews. As a result, the teams who discharged the rockets went in fear of their lives. At the New Mexico Proving Grounds, however, the V 2 would now appear to be tamed, and there have been no tidings of disastrous launchings

THE TRAGIC BABIES OF SHANGHAI

The Plight of the Young Refugees of the Civil War

China's civil war has virtually come to an end, and the period of bargaining and negotiation between the victorious Communists and the defeated Kuomintang is now under way; and if anything the plight of the people, of tens of thousands of children in particular, is worse than it was when the war was at its height. Refugees have for months past streamed steadily southward in the direction of Shanghai, and to-day that once-proud seaport city is overcrowded with the homeless who have built for themselves vast ramshackle shelters of bamboo on every vacant lot in the city and suburbs. These camps, by reason of the inflammable material from which they are hastily put together, are constantly ravaged by fire, the homeless being rendered homeless once again. Most pitiful of all is the plight of the refugee children who, but for the United Nations Fund, would be starving. As it is, they can rely on at least one meal a day

AFTER THE FIRE THEY BUILD ANEW: In the background of this picture can be seen one of the burnt-out refugee camps of Shanghai after it had been consumed by a sudden fire. In the foreground is a new camp, built of the same inflammable material. Only Providence can prevent a recurrence of the tragedy. Such conflagrations have been breaking out almost daily among the refugee quarters in the city

SOME OF SHANGHAI'S 117,000 NEEDY ORPHANS: These homeless waifs, gathered off the crowded streets of the city, are seen receiving a meal at a feeding station established by the United Nations International Children's Emergency Fund

SEARCHING AMID THE WRECKAGE OF THEIR TEMPORARY HOMES: Victims of one of the fires in a refugee camp in Shanghai vainly combing the ashes in the hope of recovering some small possession. Five persons died in this particular fire and scores suffered injury

NOW RECEIVING A DAILY SUPPLEMENTARY MEAL FROM THE UNITED NATIONS FUND FOR THE CHILDREN: Contrasting photographs of satisfaction and gloom as the children received a meal—probably their first for days—and as they were marshalled at the feeding centre after being brought in off the streets. Many of the children cared for by the United Nations have been victims of the fires which have broken out in most of the refugee quarters of Shanghai

THE LIGHT FLEET CARRIER H.M.S. "VENGEANCE," THE MAIN UNIT OF THE ROYAL NAVAL FORCE WHICH IS SAILING TO THE ARCTIC TO TEST VARIOUS TYPES OF EQUIPMENT IN CONDITIONS OF EXTREME COLD: The force consists also of two Battle-class destroyers, the "Gabbard" and "St. Kitts," the Loch-class frigate "Loch Arkaig," the submarine "Artful," and the fleet oiler "Wave Premier"

WITH THE NAVY

NORTH TO THE ICEFIELDS SOUTH TO SUNSHINE

The Start of the Arctic Cruise and the Spring Cruise

While part of the Home Fleet has left Portland for the spring cruise to Gibraltar and the Mediterranean, there to carry out combined exercises with units of the Mediterranean Fleet, other ships have sailed north towards the Arctic Circle, there to engage in a series of cold-weather exercises. There is nothing sensational about these trials. As there are no R.N. ships based in the Arctic, it is essential to send vessels there to obtain the necessary information regarding the ability of personnel and equipment to stand up to conditions of extreme cold. The present force will spend one month in the trials area far to the north of Iceland. During that time particular attention will be paid to the anti- and de-icing equipment of guns, the effects of weather on torpedoes, and the operation of carrier-borne aircraft. While in the cold zone, cold-weather clothing will be tested by the men. This will include two-piece Anarak suits, consisting of hooded smock and trousers made of close windproof cloth fitted with an inner lining of blanket cloth. Plastic impregnated foul-weather coats will also be tried out For the duration of the cruise all personnel have a diet of 4,300 calories per day

THE WESTLAND SIKORSKY HELICOPTER WHICH HAS BEEN SHIPPED NORTH FOR ARCTIC TRIALS IN THE AIRCRAFT-CARRIER "VENGEANCE": The helicopter is seen (*left*) hovering above the carrier's deck, and (*right*) using its special tackle to lift a supposedly stranded pilot. The helicopter's role is essentially that of air-sea rescuer, but it also has other duties with the fleet, notably as a mail-carrier. For the purpose of the trials the "Vengeance" has on board a variety of aircraft, including Fireflies, Sea Furies, Sea Otters (which are amphibious), and Sea Vampires; also a Barracuda fitted with lifeboat equipment

THE START OF THE SPRING CRUISE TO GIBRALTAR AND THE MEDITERRANEAN—UNITS OF THE HOME FLEET SETTING OUT FROM PORTLAND: *Left*—The carrier "Theseus" with naval fighters drawn up on her flight-deck. *Right*—The battleship "Duke of York" on her way down-Channel. Admiral Sir Rhoderick McGrigor, C.-in-C. of the Home Fleet, wore his flag in the "Duke of York." After assembling and mustering at Gibraltar the Home Fleet will pass into the Mediterranean

Headed by the battleship *Duke of York*, the Home Fleet left for the Mediterranean on the last day of January. The aircraft-carrier *Theseus*, one of the 13,000-ton ships of the Colossus class, accompanied the *Duke of York*, and there were four cruisers, two destroyer flotillas, submarines and other vessels. Two days before leaving, the units of the Fleet began a series of exercises in the Channel, and during the two months the Fleet is away there will be combined exercises with the Mediterranean Fleet which should provide valuable training for the younger members of the Service. Two of the cruisers on the cruise are *Cleopatra* and *Sirius*, 5,700-ton vessels of the Dido class. *Cleopatra* and *Sirius* both have ten 5 25-in. guns, whereas the other four vessels in the class have eight only. Among the destroyers are *Barrosa* and *Aisne* of the Battle class, and *Sluys* and *St. James* of the early Battle class

WARSHIPS AGAINST THE PICTURESQUE BACK-DROP OF THE TERRACED MALTA LANDSCAPE: A busy scene in Misida Creek, Grand Harbour, showing in the foreground the British frigate H.M.S. "Rifleman." Astern of her are the naval petrol ships "Airsprite" and "Nasprite," and beyond is H.M.S. "Charity," flagship of the Reserve Fleet at Malta. "Charity" is now used for training naval personnel newly-arrived at the Malta station. "Rifleman" belongs to the Algerine class, which during the war was described as the fastest and most efficient minesweeper class of the Royal Navy. They were used frequently as escort vessels and were really maids-of-all-work. The two petrol-carriers "Airsprite" and "Nasprite" were both built during the early years of the war

A Survey of the Foreign News in Pictures

FROM RIVIERA SUNSHINE TO NEVADA'S BLIZZARD

THE END OF THE MONTE CARLO RALLY: Touring cars of many nations converge on the Principality after their 2,000-mile journeys through Europe. Some of the cars are seen assembled for the prize-giving before the Palace of Monaco. The Rally was won by the two experienced French drivers, Trevoux and Lesurque with their 3½-litre Hotchkiss. They started from Lisbon. Another Hotchkiss was second, and British cars—a Bristol, an Allard and a Ford Pilot—filled minor places. The final results were in doubt for some time, the first prize list having to be withdrawn, and even after the prize-giving some alterations in the order were still made as the various protests were reviewed by the committee. British cars dominated the 1,500-cc. class, the winner being a Hillman Minx driven by two Dutchmen. In the Concours de Confort, W. M. Couper's standard Bentley saloon won the Prix d'Honneur in competition with the latest American saloons. On the last stage of the journey from Lyons weary-eyed drivers had to compete with fog, but the final run over the hills to Digne and Grasse was made in brilliant sunshine

VICTIMS OF THE GREAT NEVADA BLIZZARD: Cattle huddled in deep snow on a range near Lund, where they were rapidly starving to death following one of the greatest snowstorms in Nevada's history

BALES OF HAY FOR THE STARVING CATTLE OF NEVADA: Manna from the skies was doled out in this fashion along the ranges of Nevada and Wyoming following the great blizzards. It was estimated that 1,000,000 head of cattle were involved in the snowbound region west of the Rocky Mountains, and all efforts to provide fodder for them by normal routes failed because the snow-ploughs could not keep the area clear. It was on hearing this that President Truman ordered the mobilisation of the defence forces. Mr. Forrestal, United States Minister of Defence, put General Pick, who built the Ledo Road to China during the war, in charge of all relief work. It is feared that, apart from the losses in sheep and cattle, there will be a decline in calving this spring. The effect may be felt for five or six years to come

THE FAILURE OF THE SCANDINAVIAN TALKS: Mr. Rasmussen, Danish Foreign Minister, Mr. Osten Unden, the Swedish Foreign Minister, Mr. Tage Erlander, the Swedish Prime Minister, and Mr. Binar Gerhardsen, the Norwegian Prime Minister, seen at their abortive meeting in Oslo, which followed their preliminary meeting in Denmark. Their plans for a defence pact failed to mature, and Mr. Gerhardsen, the Norwegian Prime Minister, announced at the conclusion of the conference that differences of opinion were for the time being so deep that agreement was out of the question. The Soviet Note delivered to Norway in the course of the conference was not the cause of breakdown

YET ANOTHER TREASURE-HUNTING EXPEDITION TO THE COCOS ISLANDS: The 185-ft. steam yacht "Bolivar" leaving Los Angeles en route to the famous island group in search of buried pirate treasure. This is said to be the 444th expedition to the world's most popular treasure-hunting site. The "Bolivar," a luxury yacht, is owned by Mr. Ellis Patterson, a former Lieutenant Governor of California

ATHENAGORAS I, THE 268TH ŒCUMENICAL PATRIARCH, AND ARCHBISHOP OF CONSTANTINOPLE, WHO ARRIVED IN ISTANBUL FROM AMERICA AT THE END OF JANUARY, AND WAS ENTHRONED AT THE PHANAR WITH CEREMONIAL IN KEEPING WITH THE ANCIENT RITES OF THE GREEK ORTHODOX CHURCH : The new Archbishop of Constantinople flew to Istanbul, capital of the country of his birth, which he left forty-two years ago as a simple priest, in the *Sacred Cow*, the plane used by Presidents Roosevelt and Truman and later by George Marshall. Arrangements for the use of the plane were made by Mr. Truman, it is understood. Among the passengers were members of the Joint Committee of the Greek Orthodox Archdiocese of North and South America, which the Patriarch-elect has headed for eighteen years

THE FIRST MEETING OF THE NEW CHINESE CABINET AFTER THE DEPARTURE OF GENERALISSIMO CHIANG KAI-SHEK IN ORDER TO PAVE THE WAY FOR PEACE : Acting President of the Chinese Republic, General Li Tsung-jen, seen with three of his colleagues as they strove to find a formula for peace. On the extreme left is Shao Li-tze, popularly known as "the Grand Old Man of Peace" and a member of Nanking's five-man peace mission, and on General Li's right hand is Premier Sun Fo. The long-bearded figure on the right is Yu Yu Jen, President of the Control Yuan. Last week, while Communist troops were entering Peking, General Li rushed to Shanghai to obtain the services of five men of influence to supplement the Nanking Peace Group led by Shao Li-tze. The Shanghai delegation which he succeeded in forming consists of civic and cultural leaders headed by the veteran diplomatist, Dr. W. Wen. While these negotiations were going on behind the scenes, there was a lull in the fighting on the Nanking front. In Shanghai the city was flooded with refugees (and rumours), and there was another startling fall in the yuan

MR. ANTHONY EDEN ON HIS IMPERIAL TRAVELS : The former Secretary of State for Foreign Affairs seen at San Francisco with his aide, Commander Alan Noble, M.P. Mr. Eden, who is to tour Australia and New Zealand, visited Toronto, Ottawa, and Vancouver on his journey across Canada, and in the Canadian Federal capital he spent a day at Government House as the guest of Field Marshal Lord Alexander, the Governor-General. While in Ottawa Mr. Eden had talks with Mr. St. Laurent, the Canadian Prime Minister, and Mr. Pearson, Secretary of State for External Affairs

REIMANN ACCLAIMED AS THE HERO OF THE WESTERN GERMAN COMMUNISTS : Max Reimann (in centre, wearing trilby hat), accompanied by enthusiastic supporters through the streets of Dusseldorf during a demonstration in the city before the second hearing of the case against him at a Control Commission summary court. Reimann, who is chairman of the Communist Party in Western Germany, was found guilty of encouraging discrimination against the German politicians who will be required to assist in carrying out the proposed occupation authority for the Ruhr. Reimann described them in a speech as Quislings. He was sentenced to three months imprisonment by the magistrate and was not allowed bail. He is the first political leader to be imprisoned by any of the occupying Powers in Western Germany. Reimann's trial has been regarded by the Communists as a test of British strength or weakness, rather than as anything else. The Communists had expected no more than a fine, and had raised 10,000 marks in anticipation of that event

THE DEATH OF THE FRENCH RACING DRIVER, JEAN PIERRE WIMILLE : Wimille's car, a Gordini-Simca, seen after it had been righted in Palermo Park, Buenos Aires, where the disaster took place at the end of January. Wimille, whom many considered the best driver in Grand Prix racing to-day, was practising for a forthcoming event. When he found the course blocked by spectators, who had invaded the road, he made a tremendous effort to avoid them, and in doing so overturned. He died ten minutes later

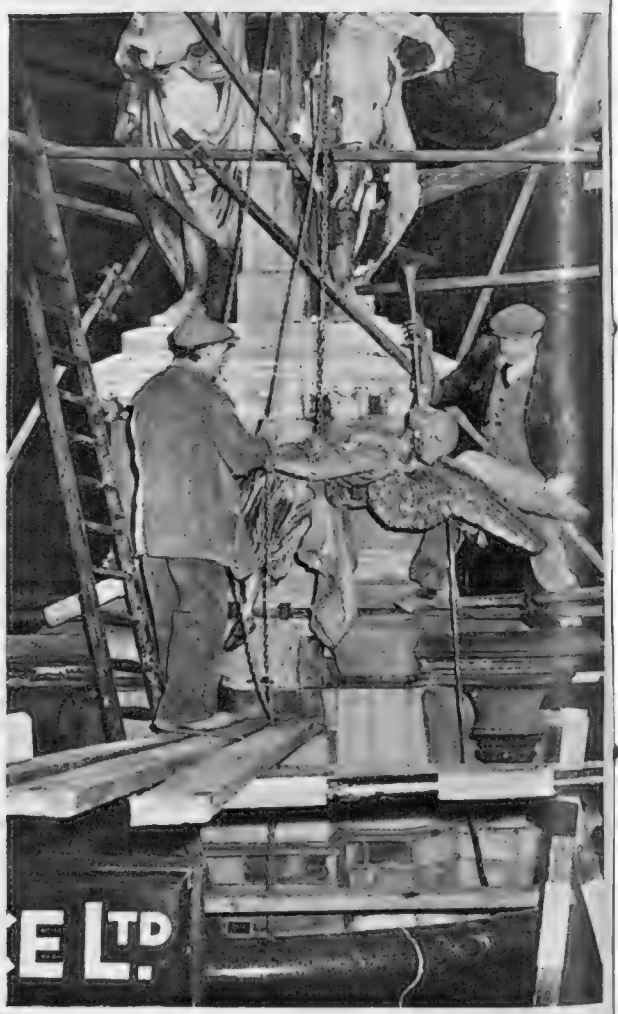
WORK STARTS ON A TRANS-ALPINE ENTERPRISE : Rubble brought from the tunnel is piled up beside the line and laid to form an embankment. A scene on the Italian side of the Alps where engineers have just started tunnelling under the Mont Blanc massif as part of the proposed direct rail connection between Paris and Rome via Dijon and Geneva

AN HISTORIC SHOWPLACE IN ESSEX PROVIDES THE SITE FOR A MEMORIAL OF TWO WORLD WARS: St. Osyth Priory, Colchester, which has been sold by Brigadier-General K. J. Kincaid-Smith for £30,000 to the Loyal Order of Ancient Shepherds Friendly Society. It is planned to build a memorial in the grounds in honour of the men and women of Essex who fell in the last two wars. The Society also hopes to restore the eleventh-century chapel. St. Osyth's Priory was founded as an Augustinian establishment by Richard de Belmeis, Beaumes or Beauvais, Bishop of London, in 1120. At the Dissolution it was chosen by Thomas Cromwell for his own occupation. The main entrance depicted here was completed in 1475. Cromwell not only enriched Henry VIII by his suppression of the monasteries, but came in for a vast share of wealth himself, receiving the whole of the possessions of the great and wealthy Priory of Lewes, which were granted to him in 1538, and those of the Priory of St. Osyth, in April 1540

BRITAIN'S CHANGING FACE

The Plan for St. Osyth: A Park Lane Monument is Removed: A Threat to the Shakespeare Country: The Last of Murthly

CONTROVERSY ROUND THE MARBLE ARCH IS SETTLED AND THE REGENCY HOUSES ARE SAFE FROM THE HANDS OF THE DEVELOPER: Paddington's Housing and Town Planning Committee have reported to the Council that they have decided not to proceed further with the proposed scheme for the island site bounded by Edgware Road, Bayswater Road, Seymour Street and Stanhope Place, and therefore these Regency houses (viewed in this picture from Marble Arch) are safe. Paddington's Housing and Town Planning Committee had objected to the London County Council against them being listed as historical buildings, as this interfered with development plans



THORNEYCROFT'S BATTERED MEMORIAL TO THE FATHERS OF ENGLISH POETRY IS BEING REMOVED FROM THE SOUTHERN END OF PARK LANE IN ORDER TO EASE THE FLOW OF TRAFFIC: *Left*—Scaffolding erected round the memorial, and (*right*) the figure of Fame, which formerly surmounted the memorial, in course of being lowered to the ground. Seventy-five years of fog and grime have played havoc with this sculpture in Hamilton Place, which includes the figures of Shakespeare, Chaucer and Milton. Chaucer's face has been worn away to quite a considerable degree. Shakespeare's legs are now a pitiful sight, with the stonework peeling away under the potent influence of London's atmosphere. It is one of the few memorials in London bearing the effigy of Shakespeare. The other in Leicester Square is also in a dilapidated condition, and it would seem the Bard receives scant justice in the city where he achieved so much. Only lately the Francis Bacon Society has been in full cry, a luncheon being held in the Connaught Rooms to mark the sixty-sixth year of its struggle to persuade the world to recognise that Bacon wrote Shakespeare's plays

A THREAT TO THE SHAKESPEARE COUNTRY AVERTED — THE BEAUTIFUL VALLEY OF THE AVON NEAR HILL WOOTTON, WHERE A SCHEME WAS ON FOOT TO CONSTRUCT A GENERATING STATION COSTING £11,500,000 : The plant was to be in the vicinity of the belt of trees which is seen towards the right of the picture. After a protest meeting in regard to the scheme was arranged at Leamington the Mayor of Leamington suddenly announced the abandonment of the whole project

The beauties of Hill Wootton and Guys Cliffe, between Warwick and Kenilworth, in the heart of the Shakespeare country, were clearly threatened by the British Electricity Authority's new scheme to build a power station. Representatives of local authorities recently gathered in Leamington to discuss the pros and cons of the scheme. It was pointed out at that meeting that when completed the generating station would use 6 000,000 gallons of water a day, of which only 3,000,000 gallons would be returned to the River Avon, from which a large volume is already drawn for the industries of Coventry. Further, that 200 tons of ashes would be scattered over the countryside daily, to the detriment of thousands of acres of first-class land and to the landscape of an area which has many associations with Shakespeare and has been zoned officially as an agricultural centre and holiday resort

THE MANSION THAT WAS ONLY A SHELL WILL SOON BE NO MORE : Murthly Castle, Perthshire, where demolition work is now in progress. The stonework, amounting to 200,000 tons, will be used in building workers' houses near the new hydro-electric dam at Pitlochry, six miles away, and at Loch Sloy. The castle, which was never completed, was begun in 1826 by Sir John Stuart, Laird of Murthly, and it was an outcome of his rivalry with the Marquess of Breadalbane, who also started to build in grandiose fashion. Sir John called his residence Murthly New Castle and engaged the most expensive architect in the country. When Sir John died during the progress of the work, Murthly was left just as it was, a magnificent empty shell. The stones of Murthly will be used by the Hydro-Electric Board to help in building twenty-nine traditional-type four- and five-roomed houses at Tarbet (under the Loch Sloy scheme) and thirty-five houses at Pitlochry (under the Tummel-Garry scheme). The demolition work at the castle is being carried out under the supervision of an expert from I.C.I.

THE WALLS OF MURTHLY CASTLE CRUMBLE : One of the wings falling after the detonation of 900 lbs. of explosive

AFTER THE DUST HAD SETTLED : Part of one wing of Murthly Castle lies on the ground and a gaping hole is revealed. The castle has stood unfinished and untenanted since 1826. Ammunition was stored there between 1939 and 1945

NEW EXPEDIENTS IN BUILDING

The "Transitional" School: Rubble from the Blitz: An Experiment in Roofing

BY-PASSING THE BOTTLENECKS IN THE BUILDING INDUSTRY: A post-war departure which also raises a problem, leading as it does to a falling-off in recruitment for traditional branches of building. London's first light construction "transitional" school is now in the course of erection at Redriff Road, near the Surrey Docks. It is one of eleven such schools built to an entirely new scheme designed to make full use of such materials as are in better supply. It is a steel-framed structure with walls of wood-wool, 3 ins. thick, and covered with a patent cement of pleasing colour and texture, which provides insulation against heat and cold. Part of the new school has just been opened. While developments such as this are current throughout the building industry, and prompted by the necessity of the times, it is being found that the use of these new materials is leading to a falling-off in the recruitment of masons and others employed in traditional building. It is stated that unless the rate of recruitment of masons can be raised, the stone industry will suffer a major setback and in many areas may cease

ANOTHER NEW EXPEDIENT: A lightweight truss used in roof construction. Down at Farnborough an experiment is taking place that is being closely watched by officials of the Timber Development Association, who are responsible. The experiment is also being watched closely by the staff of the Kent County Hospital there, who hope that it will mean that at last they will get a roof to their living quarters. For five years their new Nurses' home at the hospital has been without a roof because the steel needed to build it was more urgently required elsewhere, and licences for the 12½ tons could not be granted. Neither was it possible for a wooden roof to be constructed, for it required too much timber. It looked as if the nurses would not get their roof until a plan was put forward using timber and steel, but in much smaller quantities. The new roof (seen in this picture in course of assembly) takes 6 cwts. of steel in the form of bolts and washers, and the timber requirements are reduced by half. Studies of American methods, using timber instead of steel in bridges on the Alaska Highway, has enabled the Timber Development Association to design a truss for roof construction which, though containing only half the wood in the normal type, will stand an equivalent stress and strain

A MIGHTY CRUSHING BATTERY COMES INTO OPERATION AT THE SOUTH END OF WATERLOO BRIDGE: Every day lorry-loads of rubble from demolished shelters and houses are tipped into the machine to be crushed for re-use in the London County Council's housing programme. The crusher stands near the 33-acre site which is being cleared for the Festival of Britain Exhibition in 1951 (Pictures of the site appear on page 222)

THE SOUTHERN SIDE OF THE NEW REDRIFF SCHOOL NEARING COMPLETION AT SURREY DOCKS: It is a steel-framed structure with walls of wood-wool. A great feature of the building is the space allotted to windows. The school adjoins a vast dockland timber-yard

A NEW ROOF TRUSS IS DROPPED INTO POSITION: Men roofing the Nurses' home at Farnborough in accordance with the new ideas of the Timber Development Association. The new roof takes only 6 cwts. of steel, whereas the original specification demanded 12½ tons

THE LATEST DEVELOPMENTS IN THE RECONSTRUCTION OF THE HOUSE OF COMMONS: The state of the Chamber as it was at the beginning of February. Looking towards the Press Gallery under which is the space for the Speaker's chair. The size of the new floor is to be 48 ft. by 103 ft.

The Rise of the House of Commons

THE NEW CHAMBER TAKES SHAPE

Within the precincts of Parliament, hidden away from the general gaze, great progress is being made on the new Chamber of the House of Commons, as witness the photographs on this page, which were taken a few days ago. The shape of the Chamber is clearly discernible; the galleries at each end are in place and the platforms for the Government and Opposition can be clearly seen. Elsewhere, armies of woodworkers and carvers are playing their part, and it is hoped that all will be ready for the opening in the summer of 1950. The Chamber is rising on the site of the old building which was destroyed during an air raid. There are to be a few links with the old days, some of the burnt stonework being incorporated with the new stone, and, arising from a suggestion of Mr. Churchill, it is being made into an arch. The arch will bear his name. The Clipsham stone has in the main part been placed in position as facing for the House, but much work still remains to be done.

LOOKING TOWARDS THE BAR OF THE HOUSE: The south end of the Chamber with the Strangers' Gallery taking shape above the Bar. The new building, although conforming very closely with the old, will have better heating, lighting and ventilation. The new design is rather less ornate

STAR CHAMBER COURT AS IT IS TO-DAY: Where the foundation-stone of the new House of Commons was laid by the Speaker, Colonel Clifton Brown, last May. Clipsham stone, which is quarried in Rutland, and which is being used in preference to Church Anston stone, is a yellowish limestone

NESTLING BENEATH "THE SISTERS OF GLENCOE": A cottage in the sombre valley which affords some of the most spectacular mountain scenery in Scotland. Glencoe, in the wilds of Argyllshire, extends for ten miles west of Buchaille Etive

LOOKING FROM THE AONACH EAGACH TRAVERSE TO THE PEAK OF BEN VAIR: A snow scene above the Pass of Glencoe with Ben Vair in the background

257 Years Ago To-morrow Took Place the Massacre of Glencoe

WINTER IN GLENCOE

To-morrow, February 13, marks the 257th anniversary of the Massacre of Glencoe, that atrocious massacre of the unsuspecting and hospitable Macdonalds by Captain Campbell of Glenlyon, his followers, and the troops of William III. To-day this Argyllshire glen, with its sombre clefts and its towering peaks, is a great haunt of mountaineers, and these new pictures, taken by a Scottish mountaineer and author, Thomas Weir, give a remarkable impression of the winter aspect of the Glen.

The train of events leading to the notorious massacre began in 1691 when the Edinburgh authorities issued a proclamation exhorting the clans to submit to William and Mary, and offering pardon to all who submitted before December 31. All the chiefs did so except M'Ian, the head of the Macdonalds of Glencoe, whose submission was delayed until January 6, 1692. However, on January 16 King William signed an order referring to "the extirpation of that sect of thieves," the Macdonalds, and on February 1,120 soldiers—for the most part Campbells under the command of Captain Campbell of Glenlyon, marched to Glencoe, telling the natives that they had come as friends. For twelve days the Campbells lived in the Glen, and Glenlyon employed himself by observing every pass by which escape was possible. He reported the results to Lieut.-Colonel Hamilton, who was approaching from Fort William with 400 more troops. The 13th was fixed for the massacre. At five in the morning the murderous work began. Thirty-eight Macdonalds were killed on the spot and the rest sought to escape over the passes. Hamilton, not being up in time, the passes were open, but most of the 150 others perished of cold or starvation in the mountains. The huts were fired, and then the troops marched away, taking with them 1,000 head of cattle and sheep and horses.

MACAULAY CALLED IT "THE VERY VALLEY OF THE SHADOW OF DEATH": A climber looking from Meall Dearg (3,118 ft.) into the deep shadow of Glencoe, scene of the terrible massacre of the Macdonalds in February 1692. In the distance the winter sunlight is illuminating the ridges of Stob Coire nan Lochan and Didion nan Bian. The magnificence of the summit views, when they occur, with their delicacy of colour and their great variety of sea and loch scenery, more than make up for the stormy days when the climber has perforce to find shelter in a gully and virtually fight his way off the mountain

THE SPECTACULAR NORTH RIDGE OF GLENCOE GIVES A MAGNIFICENT TRAVERSE OVER ROCK PINNACLES ENCRUSTED WITH ICE AND OTHER OBSTACLES DEAR TO THE HEART OF THE MOUNTAINEER: This view is taken from the west peak, Sgor nam Fiannaidh, which rises to 3,168 ft. The loftiest peak in the region of Glencoe is Benveedan, which rises to 3,766 ft., as compared with the 4,406 ft. of not-far-distant Ben Nevis, highest mountain in the British Isles

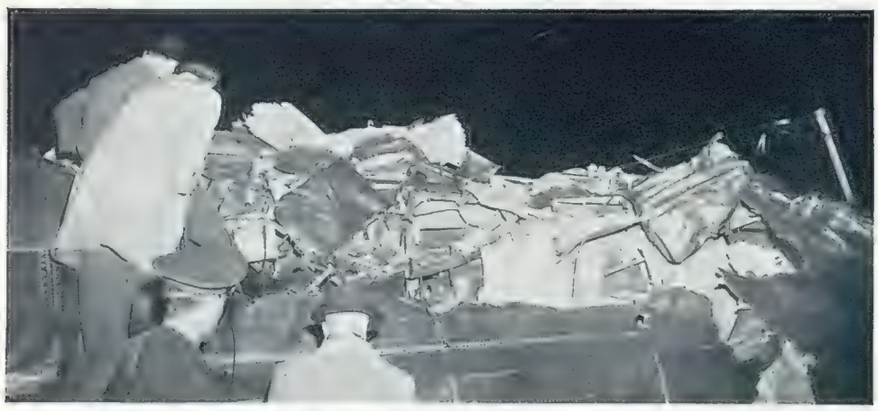
SUNRISE IN GLENCOE—THE FIRST RAYS TOUCHING THE SUMMITS OF BUCHAILLE ETIVE BEAG AND THE CRAGS OF STOB COIRE NAN LOCHAN: This picture evidences the sombre nature of the place which moved Dorothy Wordsworth, Macaulay and Dickens so strongly. Dickens declared: "The pass is an awful place. It is shut in on each side by enormous rocks from which great torrents come rushing down in all directions. In amongst these rocks there are scores of glens high up which form such haunts as you might imagine wandering in in the very height and madness of a fever. They will live in my dreams for years"

AMERICA'S SENSATIONAL AIR CRASH

A Light Plane Tears a 15-ft. Hole in a Constellation Air Liner

That a London-bound air liner, which had taken off from La Guardia Airfield, should be holed in mid-sky by a light plane and not only survive the ordeal but make a perfect landing on neighbouring Mitchell Field, with all its passengers unhurt, borders on the miraculous. Mr. George Knuth, the captain of the Constellation, declared that all he felt was a very severe jar as the engine, propeller and part of the fuselage of the light plane catapulted into the fuselage of his own air liner. The air liner went into a shallow dive, but Captain Knuth righted her, and immediately changed course for Mitchell Field where, after circling, he touched down without difficulty. The bodies of the flyers in the light plane were also found amid the wreckage in the Constellation's fuselage. Mr. Harold Fielding, the impresario, one of the five British passengers, paid a glowing tribute to the skill of the crew. He said he was sitting in a front seat and the dead pilot of the light aircraft was shot through the gap "almost into my lap"

AFTER THE "MONARCH OF THE SKIES" HAD LANDED SAFELY AT MITCHELL FIELD, NEW YORK: Firemen examining the shattered fuselage of the air liner which was involved in the freak collision with a light plane over Long Island. All thirty-three people in the Constellation, which made an emergency landing, escaped unharmed



WHERE THE HOLE WAS TORN IN THE FUSELAGE OF THE "MONARCH OF THE SKIES": The bodies of the flyers in the private plane were catapulted by the crash into the hull of the London-bound Constellation. The private plane's engine also fell into the air-liner's fuselage

PART OF THE LIGHT PLANE INVOLVED IN THE LONG ISLAND CRASH FELL ON A DOORSTEP IN PORT WASHINGTON: Residents examining the piece of wreckage which had to be left in place pending arrival of the police and an investigation squad

HOW THE ENGINE AND PROPELLER OF THE LIGHT PLANE, TOGETHER WITH PART OF ITS FUSELAGE, CAME THROUGH THE ROOF OF THE FUSELAGE OF THE LONDON-BOUND CONSTELLATION "MONARCH OF THE SKIES": The picture on the left shows that the area affected was fortunately in the forepart of the air liner, just in front of the seating accommodation, but not far enough in front to harm the pilot, who was thus able to make an emergency landing. *Right*—A Pan-American official examining the propeller and engine of the light plane in its final resting-place in the passenger compartment of the "Monarch"

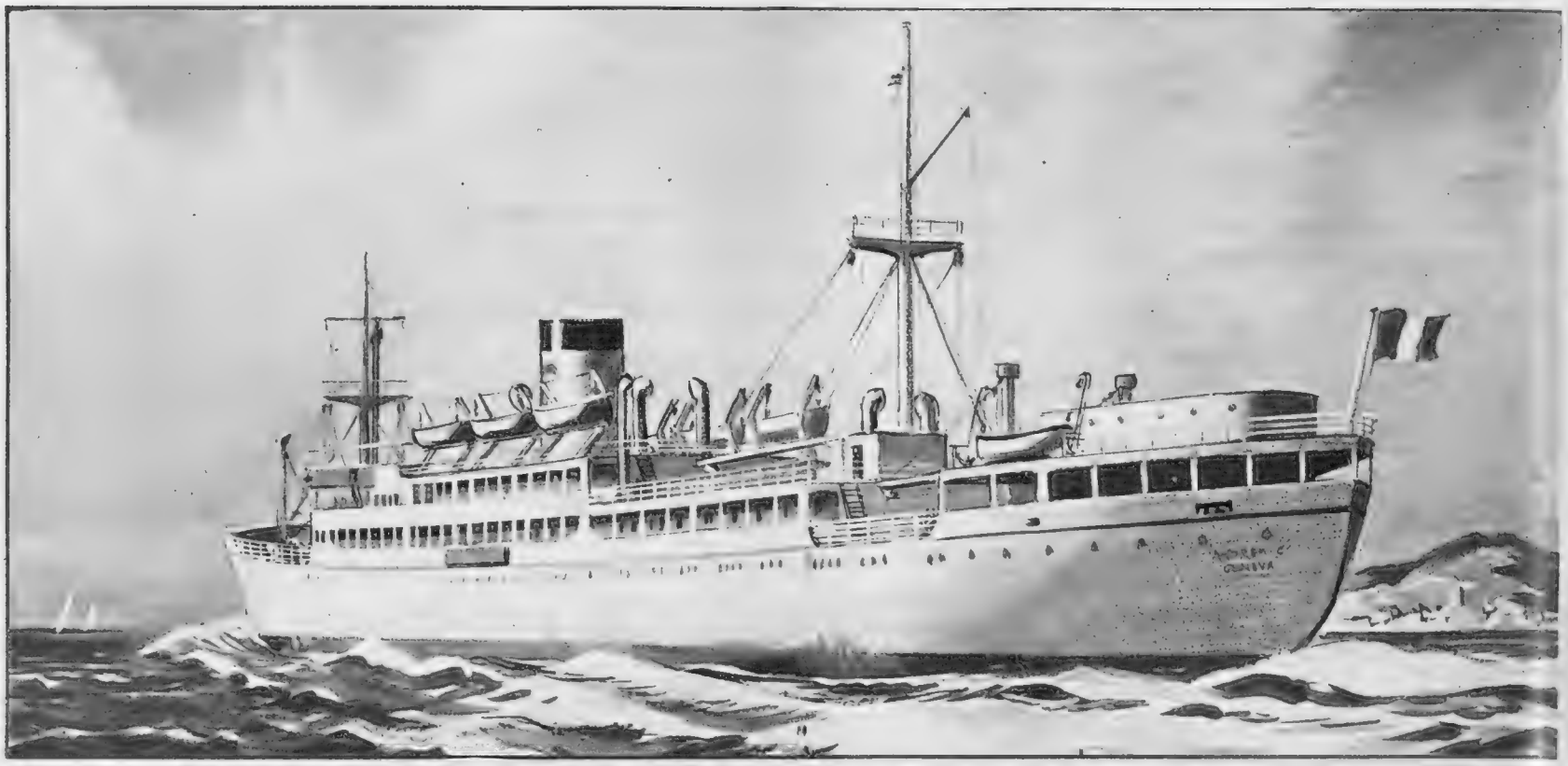
A FLIGHT OF PERCIVAL PRENTICE TRAINING PLANES PASSING ABOVE THE ROYAL AIR FORCE TRAINING COLLEGE AT CRANWELL, LINCOLNSHIRE: Cadets now completing their course will be the last at Cranwell to receive basic training in Tiger Moths, and the old biplane is being replaced by the Percival Prentice cabin monoplane which provides side-by-side seating for instructor and pupil. There is also a third seat behind. Cadets will soon start night-flying in the Prentice. At the moment Cranwell is not full. It can take a total of 326 cadets, but only 246 are at present under tuition

CRANWELL IN THE MIDST OF CHANGE

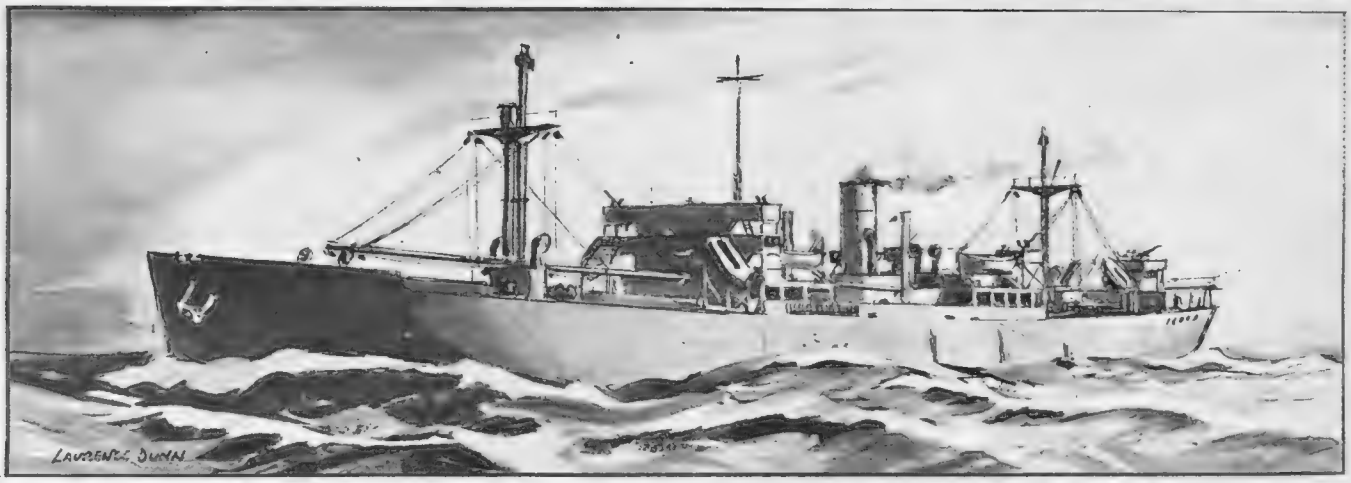
The Percival Prentice Succeeds the Tiger Moth

WORKSHOP AND PARADE-GROUND: *Left*—Cadets engaged in practical work. *Right*—Marching past the main building of the College. During the war Cranwell was a flying training school. It was reopened to cadets in 1946, and the first intake to complete the full course since the war will pass out next month

The Royal Air Force College at Cranwell is in the midst of considerable changes consequent to a large extent on the shortage of suitable recruits to this establishment which trains the future regular officers of the Service. Under Air Commodore George Beamish, the celebrated Rugby player who has now taken over at Cranwell from Air Commodore Atcherley (new A.O.C.-in-C. Pakistan Air Force), it is hoped that Cranwell will be brought up to full strength. One important change already made is the introduction of the Percival Prentice cabin monoplane instead of the Tiger Moth, and this will add undoubtedly to the efficiency of preliminary training. At the same time, the American-made Harvard, at present used for applied training, is being superseded either by the Avro Athena or by the Boulton and Paul Balliol which are at present undergoing trials for purposes of comparison. The type selected will eventually be fitted with an airscrew turbine engine. An indication of the growing complexity of aircraft training is provided by the fact that the cadets now about to pass out of the College have spent two years, eight months upon their training instead of the two years which was normal before the war



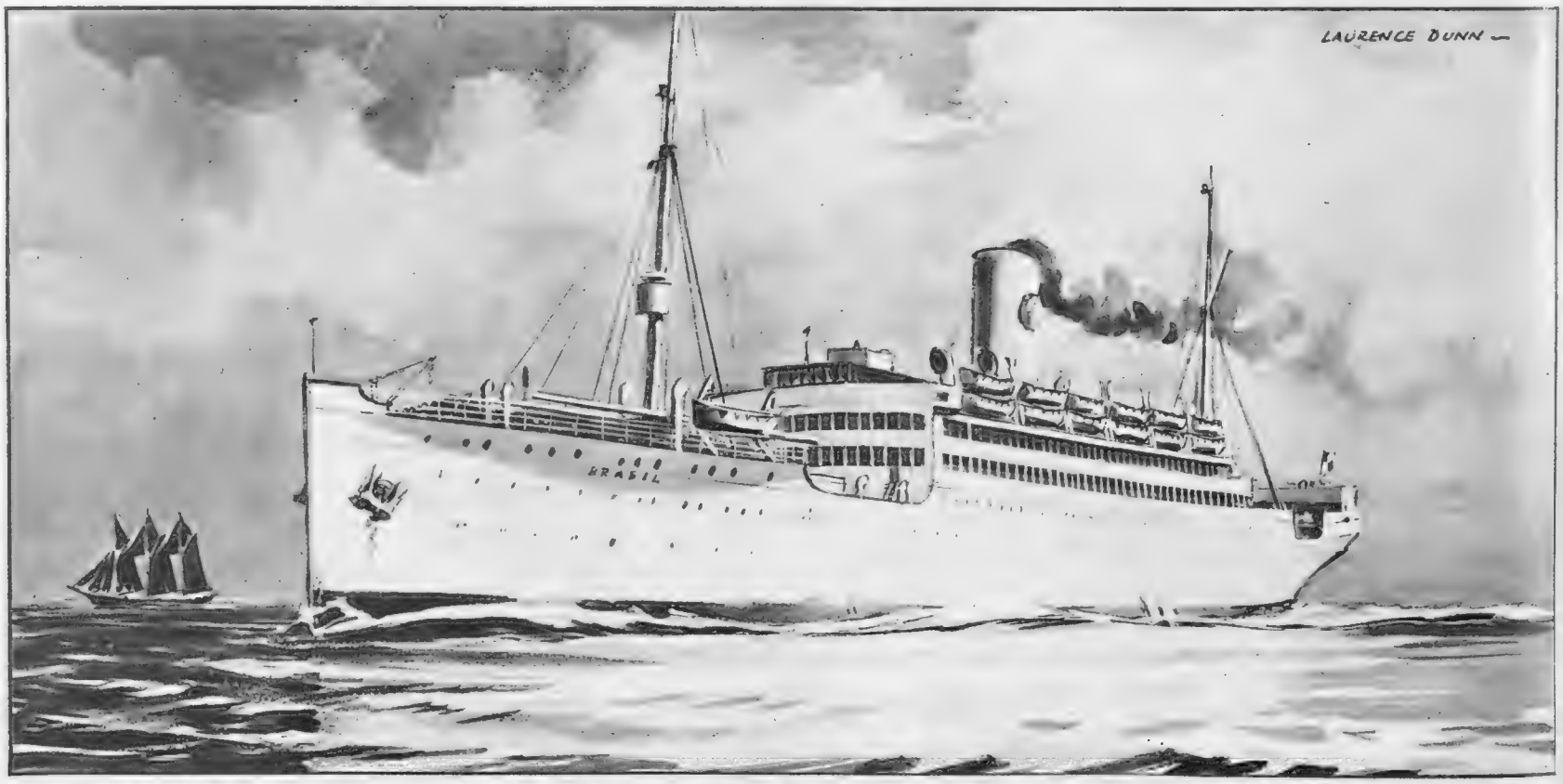
A BRITISH FREIGHTER NOW CONVERTED FOR PART-PASSENGER USE ON ITALY'S SOUTH AMERICAN RUN: The "Andrea C," a seven-year-old vessel, as she appears after her recent transformation. Now a Diesel-driven passenger and cargo-carrying liner, she was formerly the British steamer "Ocean Virtue," a cargo-carrier with a speed of about 10-11 knots. Now she has first and second-class accommodation for over 200 passengers. She is owned by Giacomo Costa fu Andrea (the "C" Line) of Genoa, and is being used in the South American trade. Five more ships are to be similarly altered for this and another Italian firm



THE FREIGHTER "OCEAN VIRTUE" AS SHE APPEARED BEFORE BEING TRANSFORMED INTO THE CARGO LINER "ANDREA C": There was no glamour about the "Ocean Virtue" when she was built. She was one of the sixty ships ordered by Britain from America at the time when the Germans were taking such heavy toll of our shipping. The design was later adopted for the Liberty ships

ITALY CREATES A SECOND-HAND MERCHANT NAVY

Converting Liberty Ships and Other Freighters to Cargo-Passenger Carrying



A NEW CAREER UNDER ITALIAN ÆGIS AND THE PANAMANIAN FLAG: The veteran liner "Brasil," 11,000 tons, which at the age of forty-four has started on a new phase in her career. Originally the "Virginian," of the Allan Line, she and her sister-ship the "Victorian" were the world's first turbine-driven liners. For many years she has sailed as the "Drottningholm" under the Swedish-American Line flag. Now owned by an associated company, the Home Line, which is managed by the well-known Italian firm of Cosulich, the "Brasil" and the two other liners in the fleet operate under the Panamanian flag

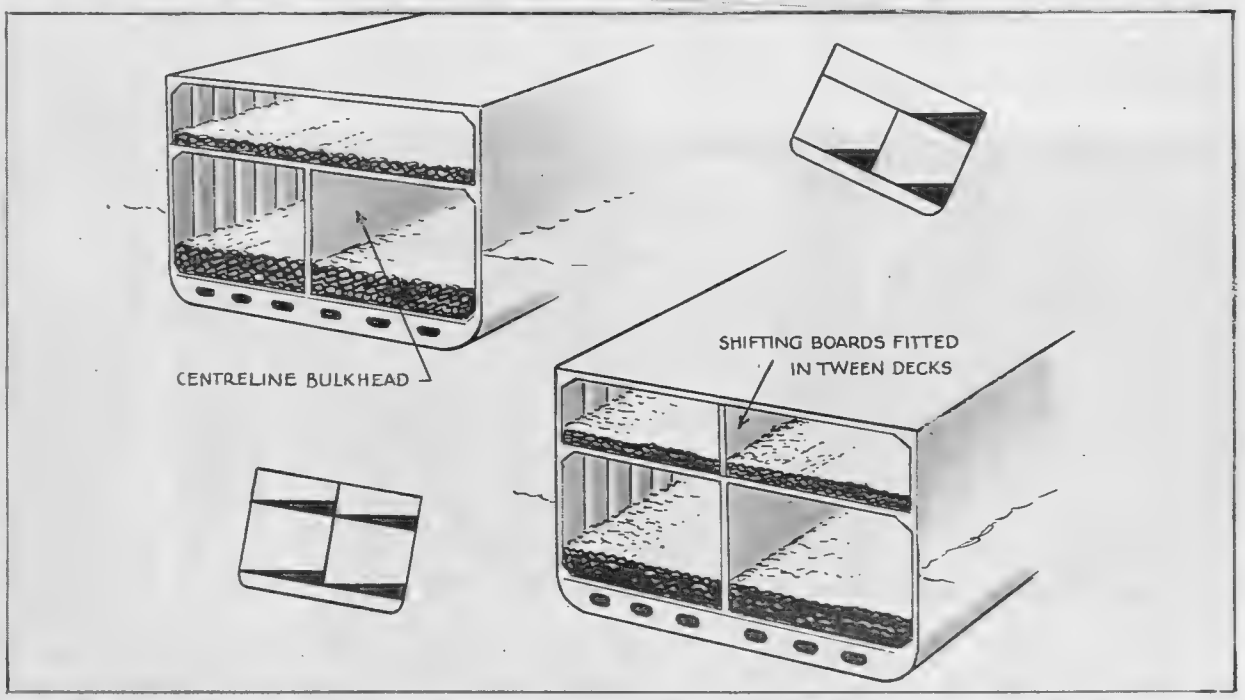
A NEW LEASE OF LIFE: Here are two other well-known ships which have started on new careers. Left—the "Anna C," formerly the well-known liner "Southern Prince," one of the four Compass Princes which used to operate between New York and South America, a dollar-earning route that is now dead. Later, during the war, she served as a minelayer. Now she is employed on the "C" Line service between Genoa and South America. On the right is the "Charlton Monarch" which, together with "Charlton Sovereign," is now engaged in the transport of displaced persons, taking them from Germany to the ports of South America. She was formerly a three-funnelled luxury liner operating on the Canadian Pacific coast

When the war ended Italy found her merchant fleet practically non-existent. Her harbours were choked with wrecks, which were also littered around her coasts. Her crack liners *Rex* and *Roma* were no more, and the smaller ones still afloat were mostly in Allied hands.

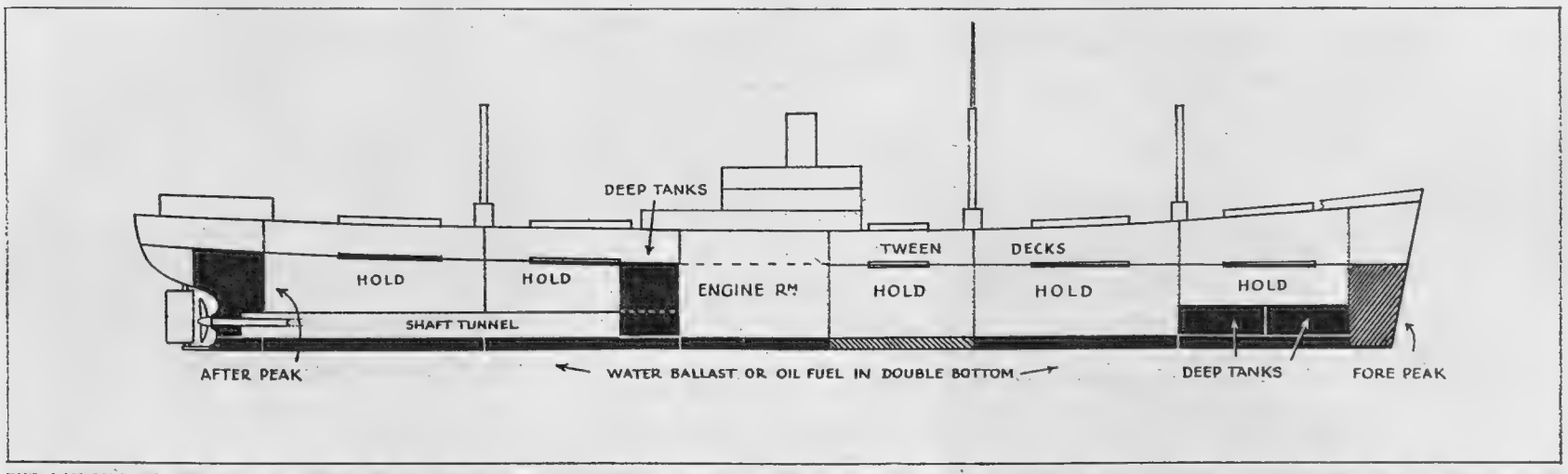
By salving every possible wreck, by buying Liberty and other ships from the U.S.A. and by regaining control of those surrendered and others taken over by neutral Powers, she was able to rebuild her fleet to a limited degree, but passenger ships were conspicuous by their absence. Shipyards, when possible, were not building ships for Italy, but for foreign countries in an effort to earn much-needed currencies. Of the few intended for their own fleet, there have been about half-a-dozen passenger and cargo motorships of about 8,000 tons; the rest have nearly all been small vessels for coastal service.

To meet the pressing need to reopen her passenger services, of which the Latin-American is the most important, Italy has shown her traditional ingenuity by reconstructing a number of cargo ships. In many countries there has been discussion about the possibilities of altering the Liberty ships and giving them more economical diesel engines, but Italians are the first actually to do this. Another newly-converted ship is the *Napoli*. Nine years old, she is the former British freighter *Araybank*. Captured in damaged condition and later sunk, she has reappeared with a much higher speed and accommodation for over 600 passengers.

The diagrams on the right and below relate to some of the problems involved in the conversion of the Liberty ship. She is by no means the safest of craft, and disappearances in the Atlantic during the post-war years have given cause for some anxiety.



THE PROBLEM OF SHIFTING BALLAST: Two Liberty ships have vanished in the Atlantic in recent years and a third was very nearly lost, hence there is a certain amount of anxiety in shipping circles with regard to Italian conversion of such vessels to passenger work. All three were in ballast, and later official recommendations were issued advising the fitting of cargo battens in the 'tween decks of cargo ships, to prevent the dry ballast (usually sand, shale or shingle) from shifting. Permanent centre-line bulkheads are normally fitted in the holds of this type of ship, except under the hatches, where temporary ones are erected. Ships tend to roll badly if all the ballast is carried low down, hence the habit of carrying it higher up. There, without precautions against shifting, it is an extra menace to safety. The diagrams above indicate what may happen without adequate bulkheads



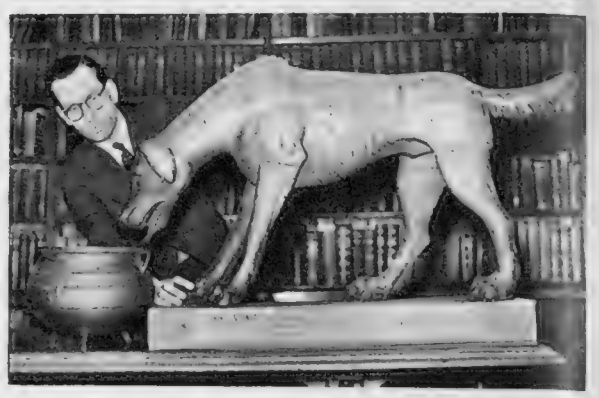
THE LAY-OUT OF THE BALLAST TANKS IN A LIBERTY SHIP—A TYPICAL CASE: The black spaces are those tanks that one might expect to find full in order to give good trim; the shaded spaces indicate tank space available but empty. Liberty ships, as is well known, were designed to meet war needs and to be of a type easy to build, rather than for competitive peacetime service. Besides suffering from low speed and uneconomical machinery, the position of ballast tanks has come in for some criticism. Though of adequate capacity the ship will be down by the head if all the main forward ballast tanks are filled. Liberty ships have also been much in the news during the last year or so on account of the many occurrences of broken shafts. It has just been reported that an American shipbuilding firm has designed a new-type propeller to give increased speed at the lower revolutions deemed necessary—*Drawings by Laurence Dunn*

A Record of the Home News in Pictures

THE MRS. MOPS ON THE MARCH

And Other Events in London and the Home Counties

THE "MRS. MOPS" OF WHITEHALL MARCHING DOWN THE STRAND : Charwomen employed in Government offices in Whitehall, carrying mops and banners, and led by three pipers, marched last week to Lincoln's Inn Fields, where they held a protest meeting. They demanded an increase of 3½d. an hour in their wages, compared with that of a farthing an hour offered by the Treasury. A deputation later visited the House of Commons and interviewed several M.P.s. These women cleaners of Whitehall, with messengers and uniformed attendants, received the attentions of a bevy of film-stars. They were accompanied by five cine-camera men, nine policemen, one inspector, one motor-cycle "cop," and a group of Press cameramen, not to mention a whole host of cheering sightseers. Their claim for 2s. an hour is going to arbitration. A resolution passed at the demonstration protested "vigorously" against their treatment by the Government and called on the Government to grant their claims without recourse to arbitration



A LIFE-SIZED HOUND WITH A FAMISHED LOOK : This tradesman's sign, which once hung outside an ironmonger's shop near London's old Marshalsea Prison and must have been familiar to Dickens in the days when his father was confined at the prison, is among exhibits at the Charles Dickens Exhibition which has lately been opened in the Central Library, Southwark. The dog might well have served as a model for Bill Sykes's wretched hound. The exhibition also includes a copy of a letter written by Dickens to the Press in order to protest against public executions. Dickens wrote it after witnessing the execution at Southwark, of a man and his wife, Frederick and Maria Manning, who had been convicted of murder

A RIOTOUS EVENING IN KENSINGTON : Mr. Markson, chairman of the 43 Group of Ex-Servicemen, addressing his followers outside Kensington Town Hall when he held a meeting to protest against the hiring of Kensington Town Hall by Sir Oswald Mosley for the purpose of introducing his Union Movement candidates for London County Council elections. More than 100 police were on duty in Kensington High Street and Derry Street. Four members of the 43 Group laid a wreath on Kensington War Memorial, inscribed "To the memory of our comrades who fell in the fight against Fascism." After the Group's meeting a crowd of several hundreds gathered outside the Town Hall and there were cries of "Down with Fascism!" Later the mounted police had to break up demonstrations. Meanwhile within the hall, where Sir Oswald Mosley was addressing a large audience, a tear-gas bomb was released (by persons unknown) and about 100 people were driven from the hall. Some London boroughs have lately banned the hiring of their premises both to Communists and Fascists, and there have been widespread protests over the matter

CATHLEEN MANN AT WORK ON HER PORTRAIT OF FILM-STAR MYRNA LOY : Artist and sitter seen in Miss Mann's Mayfair studio. Miss Loy is portrayed in a Dior evening gown of stiff watered taffeta silk. The portrait is for exhibition in the United States, and later in London

On left—**THE "MEDINA" RETURNS TO PORT WITH HER BOWS BATTERED : The Southampton to Isle of Wight passenger ship seen after she had been in collision during a thick fog with the tug "Clausentum." When the accident happened passengers were thrown violently to the deck and furniture and crockery were smashed. One of the passengers and the barman had to be taken to hospital, but neither was seriously injured**

THE NEW DOUBLE-DECKER GREEN LINE COACH MAKES ITS BOW IN LONDON : The bus, one of the most advanced vehicles of its kind in the world, is streamlined with a chromium "mouth-organ" front. The radiator is connected to the air-change system, and the air in the coach is changed seventeen times each hour and kept at 60 degrees. The coach is fitted with pneumatic push-button doors and the conductor has a tip-up seat beside them. There are forty-six "air-liner" seats with cellular rubber cushions on elastic springs, tilted back 6 degrees more than seats in ordinary buses

THE AMBASSADOR OF THE UNION OF SOUTH AFRICA ARRIVES IN LONDON : His Excellency Mr. Charles Te Water (right) being greeted by Mr. Lief Egeland, High Commissioner for South Africa, on his arrival at Waterloo. Mr. Te Water had come to England from America in the "Queen Mary." While in the United States and Canada he discussed arrangements for the tour of the South African Art Exhibition. The Ambassador, who represented Pretoria in the Union Parliament from 1924 to 1929, was High Commissioner for the Union from 1929 to 1939. In 1933 he was President of the Assembly of the League of Nations. Mr. Te Water is a barrister by profession, It is not known yet when the new Ambassador will present his credentials to the King. His appointment dates from July of last year

A MILITARY VESTING DAY—THE INAUGURATION OF THE WOMEN'S ROYAL ARMY CORPS : Brigadier Shoosmith inspecting the parade held at the Stanmore headquarters on the occasion of the incorporation of the Women's Services with the Regular Forces. In his inaugural address at Stanmore, the A.-A. Headquarters, Brigadier Shoosmith declared: "People are getting bored with sensations, but this event is historical. To-day we have a women's regiment as an integral part of the British Army. That is a very big thing. And, after all, nobody quite knew what that nebulous word 'auxiliary' meant." After the Stanmore parade many of the girls declared their intention of not transferring to the W.R.A.C. "We prefer to stay in the A.T.S. because, if we transfer, it means we have to sign on for four years." Controller M. F. Coulshed, Deputy Director of the W.R.A.C., explained: "Girls serving at present in the A.T.S. have the option of transferring to the W.R.A.C. or staying in the A.T.S. It means that within the W.R.A.C. the A.T.S. will continue to exist, although it will, of course, dwindle and die out as girls leave"

BALLET COMES TO THE TELEVISION SCREEN : Irene Skorik, the star of "Les Sylphides," and Youly Algaroff in action before one of the television cameras at Alexandra Palace. At the moment there are 100,000 television sets in Britain, and the B.B.C. estimate the average number of viewers per set to be five. On big occasions, such as the Royal wedding, it may rise as high as twelve

TELEVISING THE HANGING SCENE IN "LE JEUNE HOMME ET LA MORT" : Jean Babilee and Nathalie Phillipart—who in real life are husband and wife—seen at Alexandra Palace during the televising of one of the two ballets given by the Ballets de Champs Élysées. Television is now on the verge of a great battle, in which the film kings and promoters of sporting spectacles will have a part. The televising of the Olympic Games last summer was widely admitted to be "the best yet." The broadcasts are costing a total of £1,000,000 a year, but revenue is at the moment about one-tenth of that sum

PREPARING FOR SUMMER, 1949—BRIGHTON'S CLIFF WALK CLOSED FOR REPAIRS : With ropes round their waists, workmen, lowered down the cliff-face and secured in position, make the path safe for holiday-makers. Owing to wartime mine explosions, and successive winter gales, the undercliff had become unsafe at several points along the route from Brighton to Rottingdean

REPAIRING THE POT-HOLES IN THE MALL : Work in progress on the repaving of the celebrated highway which has been badly in need of attention ever since the close of the war. It appears that some years ago a tarmac surface was laid over the original road-block surface. In places this overcoating has worn thin, and in others it is intact, with the result that from Admiralty Arch to Buckingham Palace there are a series of pot-holes. Some Members of Parliament have been complaining about the matter

THE HARVEST OF THE SEA

A Mighty Catch of Mullet at Sennen Cove: The Cockle Women of Penclawdd

A MIGHTY HAUL AND AN OLD SUPERSTITION ON THE CORNISH COAST: The fishermen of Sennen Cove, near Land's End, emptying a net of some 10,000 grey mullet they had caught in twenty minutes. They believe the catch was successful because the women of the village obeyed superstition and stayed indoors when the nets were being drawn. On the previous Sunday two girls walked along the beach just as the men began to draw their nets round a shoal of grey mullet, and the fish got away. The fishermen say that failure always results when there are women about. The successful haul was worth about £15 to every fisherman in Sennen Cove

ONE OF THE COCKLE WOMEN OF GOWER: Sieving the sand from the cockles; the back-breaking task which has to be carried out before the cockles can be marketed. The cockle women come from Penclawdd, which lies on the opposite shore of the Burry Inlet to the steel town of Llanelly, on the Gower coast. Dressed in rubber boots, black hats and shawls or pieces of blanket, the women carry out their exhausting work—winter and summer—scraping away the sand to gather the cockles that lie an inch or so beneath the surface. In days past the womenfolk could be seen on donkeys, riding to the cockle-beds some nine miles from their homes. Now donkeys have given way to horses and carts in the trek to the cockle-beds when the tide goes out. The majority of the cockles are sent to London, where there has always been a good market for them

DENMARK'S CRUISING GREENGROCERS—SHIP-TO-SHORE SERVICE: Along the Gammel Strand (on the Frederiksholms Canal) in Copenhagen, right opposite the Christiansborg, small fishing-boats come in from the islands around laden with fruit and vegetables which are sold at the quayside stalls. From time to time the cruising greengrocers leave their "stand" and visit all the islands in turn, buying from the small farmers all the vegetables and fruit, plus anything else they can find. They then return to Copenhagen and sell to the townsfolk until their boat is empty again

THE THRIVING FARMLAND WHICH MAY BECOME THE SITE OF THE SATELLITE TOWN AT BRACKNELL: Local farmers and residents are opposing the Ministry of Town and Country Planning's scheme to use this land for the new town, and the case has been taken up by the National Farmers' Union and other bodies. The National Farmers' Union has proposed six alternative sites

THE BRACKNELL SATELLITE TOWN

Opposing Views as to the Best Site

While Development Corporations have been set up to create the new towns which are about to rise in the Home Counties—towns like Stevenage, Welwyn and Hemel Hempstead—and plans for those new towns, once attacked so bitterly, are now going ahead at speed, the attack has shifted to the latest sites selected for development, notably at Bracknell, near Wokingham. There the Berkshire farmers are fighting vigorously for the retention of their land, and the National Farmers' Union is putting up a bold case for the use of neighbouring scrubland rather than good crop-bearing soil. The position is particularly difficult at Bracknell, as one or two of the farmers are "refugees" from the development areas of London Airport and Hemel Hempstead. Altogether, the National Farmers' Union has proposed six alternative sites to the Ministry of Town and Country Planning, and last week Mr. Silkin went down to Bracknell, not only to defend his plan, but to give a fair hearing to some of the alternatives put before him.

THE HUGE AREA OF SCRUBLAND SUGGESTED AS AN ALTERNATIVE TO RICH FARMING LAND FOR THE BUILDING OF THE NEW SATELLITE TOWN: In the left-hand picture Mr. E. H. Willer, of the National Farmers' Union, and Mr. R. H. Tillier, a market gardener, are seen making a reconnaissance. Mr. Tillier is particularly interested in the whole matter, as only two years ago he had to leave his farm in the Brentford district as the result of the development of London Airport. The new Bracknell is to be a town of 25,000 population. Many families will move there from Brentford and Chiswick

THE LINCOLN HANDICAP: LOOKING BACK

At the Past 100 Years of a Famous Race

By CHARLES GRAVES

MARCH 19 marks the centenary of the Lincolnshire Handicap, an event which is to be celebrated by the presentation of a 130-year-old silver cup valued at £100 to the winner. The centenary is also marked by the new rule that only four-year-olds and upwards can enter for the race. This year there were eighty-two original acceptances.

Racing on Lincoln Heath dates back over 350 years, as is recorded in the Registers of the Acts of Lincoln Corporation. For on February 12, 1597, there is an entry which reads: "The mayor's charges for a scaffold at the horse race to be allowed." The scaffold was the first crude grandstand, and it was on a similar structure that King James I stood and watched a race at Lincoln on April 3, 1617. The course was "railed and corded with ropes and stoops on both sides, whereby the people were kept out and the horses which ronned were seen far." The meeting lasted for two days and the prize for one of the races was a golden snaffle. In 1669 "diverse persons of honour and quality" enquired into the possibility of buying land at Lincoln Heath for an annual race meeting to be held in perpetuity.

Lincoln Heath, which remained the venue for nearly 200 years, is to-day an R.A.F. airfield near the village of Waddington. But racing at Lincoln did not really develop until the present course on the Carholme was first used in 1773—the same year, incidentally, as the first appearance of Weatherby's *Racing Calendar*. At first, five days were given to racing after the harvest was brought in. This was later reduced to three days and the meeting became firmly established as an annual event on the Thursday, Friday and Saturday immediately after Doncaster races. Entries were somewhat local, however, and it was not until 1806 that a race of any consequence was instituted to attract stables from farther afield. This was for a Gold Cup valued at 105 guineas. In those days there were no facilities for spectators except for a tent or two, and the jockeys had to endure the most rudimentary accommodation for changing their silks and weighing-in.

The first grandstand was not built until 1826—a two-storey structure with a balcony around the upper floor, so well made that the original building with part of the balcony is still used to-day. Additional stands were put up in 1830 and the races began to increase in value. The King's Purse of 100 guineas and the City's Purse of fifty sovereigns were useful prizes, and it is quite evident that Lincoln took its racing seriously. At any rate, the authorities disapproved of the fairground atmosphere so common in other English racecourses of the time.

One contemporary journalist lamented that the Carholme missed "all the fun of the fair." There was neither an exhibition of wild beasts, nor a "Phantasmagoria," nor a show of any description. The "Lincoln and Lincolnshire Cabinet and General Intelligencer" of 1827 recorded his disappointment. "Whether or not there be some regulation for the purpose I cannot determine," he wrote, "but Lincoln race-ground presents a different appearance from most others. Even the friend of our infancy, the laughter-creating Punch, finds no place on the Carholme. True to the custom of the city, the Lincolnian turns off [drinks] his pot and quaffs his pipe till the horses are ready for starting without seeking any other gratification."

We are, however, indebted to this writer for a general description of the scene. "In a line with the grandstand is a long range of booths, all distinguished by some emblem, generally an election flag, and all filled with company," he reported. "There are also spirit and gingerbread merchants, prickers in the garter and civil-Wills." So it would seem that, despite its austerity, the Carholme attracted the lads of sharp practice. Prickers in the garter were the forerunners of tricksters who invite racegoers to "find the lady," and the civil-Wills can be likened to the smooth-tongued tipsters of this century.

Perhaps the lack of junketing at Lincoln Races was due to the fact that the ecclesiastical influence in the city frowned upon racing and its adherents. Some inkling of this is found in the anonymous rhyme published in the early part of last century:

"Turn to the Lunatic Asylum
Ye Gulls, who bet at Lincoln Races,
Ye Legs, who study to beguile 'em,
To the Castle turn your faces.
Turn to yon Minster's solemn towers,
Ye Vain, who waste Life's fleeting hours."

This type of propaganda, however, did little to deter the popularity of the course. Lincoln had become firmly established as one of the more notable centres of racing in the whole country, and the executive followed a firm policy of introducing events that would attract the best stables. It was this policy which was directly responsible for the inauguration of the now world-famous Lincolnshire Handicap.

The one factor that might have caused the decline of Lincoln Races was a tendency to slackness in carrying out administrative detail. In 1852 there was considerable adverse comment in the Press about the slipshod arrangements which made a fiasco of the February meeting. Timed to start at 1.30 p.m., it was two o'clock before even the numbers were announced to punters. The weights and scales had been left behind, and, when they finally arrived, were anything but true. Unauthorised intruders to the weighing-room got in the jockeys' way and delayed the "off" still further, and the racecards omitted the distance of one event altogether. Out of this stern public criticism came drastic action. Except for the judge, all the officials were replaced the following year; new races appeared on the programme; and public confidence was restored.

The distance, however, remained at two miles for many seasons. Then it was run over one-and-a-half miles until finally reduced to the present length of one mile in 1865.

In those early days the event was a movable feast and it was not until the '70's that it really caught public interest. What happened was that the bookmakers took up a collection and increased the stake to £1,000 in order to have a good send-off for the season with a large field and no form to guide the punters. Colonel Charles Brook, who first joined the Committee in 1880, took over the chairmanship in 1895 and retained the position until he resigned at the age of eighty-seven in 1926. Meanwhile, Mr. A. K. Brook had become secretary of the Committee, and guided the administration until 1939, when the lease expired.

At which point the City Corporation itself decided to run the racecourse. A Corporation Races Committee was formed to handle the working details, and at once plans were made to modernise the Carholme. A new grandstand was designed to supplant the buildings which had done sturdy duty for nearly 120 years. Alterations were planned to straighten out the offending elbow in the famous Lincoln "Straight Mile," and to divert the main Lincoln-Saxilby road which now runs between the stands and the course proper.

It is hoped that the time will not be too far distant when the planned alterations can be carried out. Money has been budgeted for the work and it only remains for existing restrictions on material and labour to be lifted. When the new stands ultimately arise, they will be among the finest in the country, and, furthermore, the Corporation will build a second Round Course inside the present track to accommodate National Hunt racing.

Meanwhile, under the chairmanship of Councillor H. H. Leven, the Races Committee is taking care of immediate improvements. In 1947 a new floodbank was built. While its purpose was to protect agricultural land on either side of the racecourse, it also makes flooding on the first four furlongs of the "Straight Mile" a virtual impossibility.

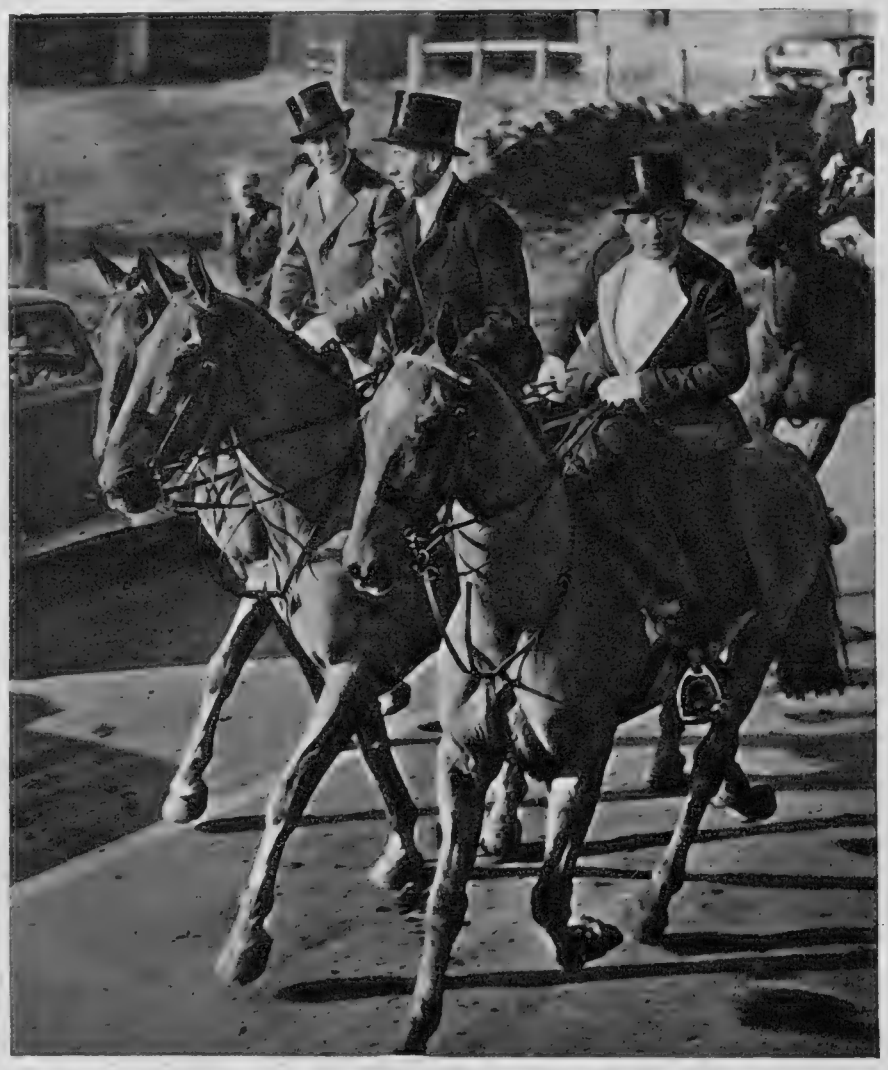
Major Malcolm Hancock, the Clerk of the Course, to-day follows the progressive, make-racing-interesting policy of his forerunners of a century ago. Last year he moved the valuable Brocklesby Stakes to the Summer Meeting in order to attract classic entrants, and introduced a new race for two-year-olds in the Autumn Meeting. Over a distance of one mile on the Round Course, this gives invaluable experience to juvenile contenders for classic honours.

As for some of the more intriguing details, the only dead-heat in the Lincoln occurred in 1871, while the only horse to win two years consecutively was the French-bred Ob. The result wired overseas, read: "Lincoln Ob. Dean Swift. Roseate Dawn" (the first three home), and an Australian newspaper headlined this somewhat mistakenly with the announcement: "The death of Dean Swift of Lincoln, author of 'The Roseate Hues of Early Dawn,' was announced to-day."

French horses have won the Lincoln on many occasions in spite of the handicappers who, knowing that animals trained in the warmer parts of France were bound to be more forward than English race-horses, gave them an extra 7 lb. or so.

The first Lincolnshire Handicap was won by Mida, a three-year-old carrying only 4 st. 11 lb. The last three-year-old to win was Wolf's Crag in 1893. Last year, when the race was worth £2,470, it was won by an eight-year-old (Commissar) for the first time in its history. Many famous coups have been brought off by stables in this race—perhaps the biggest gamble of the whole racing season; and in the past twenty years Flamenco, Overcoat, Phakos, Quartier Maitre and Langton Abbot were "very good things." Against this, Sceptre, who won all the classics except the Derby, was beaten a head in the Lincoln although a hot favourite—which was said to have cost her owner, Bob Sievier, £40,000.

TO MARK THE CENTENARY OF THE LINCOLNSHIRE HANDICAP: The Centenary Cup which will be presented to the owner of this year's race, which is to be run on March 19



THE PRINCE OF THE NETHERLANDS GOES HUNTING WITH THE BEAUFORT: Prince Bernhard (who is seen on the extreme left) with the Hunt Secretary and the Duchess of Beaufort as hounds moved off to draw after the meet at Badminton. The Prince, who made the journey to England in his private aeroplane, was staying in Gloucestershire as a guest of the Duke of Beaufort, who was his guest at the Investiture of Queen Juliana. There was a larger field than usual, invitations having been extended to Masters from neighbouring and other packs

"ORANGES and LEMONS"

Laurier Lister's New Revue at the Globe Theatre: A New American War Play at the Westminster Theatre

"VENUS ANADYOMENE": A BALLET FROM "ORANGES AND LEMONS," THE REVUE WHICH HAS BEEN TRANSFERRED FROM THE LYRIC, HAMMERSMITH, TO THE GLOBE THEATRE: Daughter, Dad and Mum are played by Elizabeth Cooper, John Heawood and Sylvia Rye; the sea creatures by Ann Lydekker and Silvia Ashmole; the son by Nigel Burke; and Venus by Ulla Söderbaum. *Oranges and Lemons* is repeating its Lyric, Hammersmith, success in its new West End home, the Globe Theatre. Stars of the show are Elisabeth Welch, Max Adrian and Diana Churchill, who makes her debut in revue in several clever sketches and monologues. The revue was devised and directed by Laurier Lister and contains items by several well-known revue writers and lyricists

NATIONALISING EMETT: The well-known artist's conception of a typical railway scene. Max Adrian is at the controls and the passengers are played by Elizabeth Boyd, Brian Blades and Shirley Hall

ELISABETH WELCH AS A SPANISH LADY: She sings Clemence Dane's lyric to music by Richard Addinsell. The décor for this attractive number in the revue "Oranges and Lemons" is by Audrey Cruddas

ARTHUR HILL AND RICHARD ATTENBOROUGH IN "THE WAY BACK," AT THE WESTMINSTER THEATRE: Arthur Laurents's play deals with the psychiatric treatment of a young soldier whose nerves have been wrecked in the war in the Pacific

"GO ON, I TELL YOU! I'M ALL RIGHT, GO ON! GET OUT OF HERE!": Finch, who has just been shot by Japanese snipers, urges Coney to take the map-case and join the others. Arthur Hill and Richard Attenborough in a dramatic scene from the first act of "The Way Back." The latest war play to reach the London theatre is an American drama telling the story of the mental breakdown and subsequent recovery of a Jewish American soldier serving in the Pacific war. He is brought back a nervous wreck, a condition which is made even worse by the taunts against him because of his race

The World of Books—By VERNON FANE

TRIVIALITIES ABOUT EISENHOWER

Miss Kay Summersby's Reminiscences Purport to be Sensational and are Certainly Excessively Personal

IT would be fairly safe to say that the most popular American alive to-day is, by English standards, General Eisenhower. His own superb war history explains a few of the reasons for that popularity, which also depends on his humanity and the sincerity of his feeling for our own country. Few who heard his Guildhall speech in the summer of 1945, for instance, will forget its warmth or its perfect phrasing as he spoke of England and England's war effort.

Books about Eisenhower, therefore, are likely to be read with some eagerness, and they are certainly sure of a sympathetic reception over here if they take a point of view sympathetic to the General. It might be said that Miss Kay Summersby's reminiscences come into this category, for there can be no doubt of her admiration for General Eisenhower, but, nevertheless, hers is a disappointing volume, in which the excessively personal tone doesn't compensate for the triviality of the record. EISENHOWER WAS MY BOSS (Werner Laurie. 11s. 6d.) attempts the sensational, but succeeds only in the social.

There is something so compelling about the work of Miss Taylor Caldwell that one finds oneself submissively, and even with enjoyment, reading through page after page and chapter after chapter of a story about a group of characters whom sober thought would have shown one to be totally lacking in attraction or interest. So it is with MELISSA (Collins. 10s. 6d.), the story of a rigid, persistently white-lipped girl, whose narrow intellectual pride causes her the maximum of unhappiness, and those nearest her the maximum of embarrassment.

Nevertheless, there is something about the way this writer can tell a story that has a mesmeric effect, and that, I suppose, is one of the reasons for her great success. Thinking it over, it 's a pretty good reason.

THE WORLD IS NOT ENOUGH (Gollancz. 15s.) is a remarkable *tour de force* : a novel that is both wide in scope and immense in length, about the Middle Ages in France and in the East during the period of the twelfth-century crusades. Mlle. Zoe Oldenburg, who is Russian, first wrote the book in French, and it has now been translated into English both here and in the United States. It is a vast book, not only in the number of its pages, but in the territory it covers, and it gives a vivid and violent picture of domestic life as it was lived by noble families in the Champagne district of France at that time. Whether at home or engaged in the holy wars, existence was then a brutal thing, and it is to the author's credit that she can convey the coarseness and the horror without making the book sordid in its ultimate effect. An extraordinary piece of work on the whole.

EARLY STAGES (Falcon Press. 12s. 6d.) is a reprint, with an added list of stage performances, of Mr. John Gielgud's autobiography, first published ten years ago. " I have three besetting sins," writes the author, on re-reading his book, " both on and off the stage—impetuosity, self-consciousness and a lack of interest in anything not immediately concerned with myself or with the theatre." Be that as it may, this is a candid and intelligent assessment of the hard way that lies to stardom.

TEA AT CRUMBO CASTLE (Peter Davies. 8s. 6d.) is nearly very good indeed, and certainly good enough to be recommended with enthusiasm. Miss Magdalen King-Hall has written the tragic history of a big and ugly country house in Ireland, about seventy years ago, and she has invested her tale with pathos, if not with terror, and with a very satisfying atmosphere of Victorian plush and propriety.

I had a certain difficulty in reading Mr. Rearden Conner's novel MY LOVE TO THE GALLOWS (Macdonald. 9s. 6d.), and that was not only due to the lurid title, which led me to expect a thriller at the very least. In spite of the fact that only one of the characters in this book is Irish, all their conversation has such an Irish turn of phrase that I found myself reading—if that were possible—with a brogue. The story chiefly concerns a young man living near Kew in a boarding-house with the usual assortment of eccentric lodgers, and the young man's attempts to make enough money to marry the girl he loves. When he fails at this he rather spitefully murders her father, apparently under the compulsion of one of the characters in his own novels. This was a little difficult to accept, I thought, but as one of Mr. Conner's heroines says : " Can't you ever take a hint ? "

If you can imagine murder committed in a bishop's palace, with the bishop ranking as chief suspect, then Lady Peck's new novel will have no surprises for you, but you are still likely to regard it as one of the most diverting of the crime novels this month. ARREST THE BISHOP ? (Faber. 9s. 6d.) seems to have a suitably scandalised ring to it, as a title, and the protagonists of the story itself take as horrified a view. But the bishop's indiscretions, to put it mildly, bring him to the verge of this shocking intervention by the police, and, in the meantime, the reader has enjoyed a smoothly written story.

BIRKINSHAW (Peter Davies. 8s. 6d.) is a collection of short stories, unaffected in their telling and varied in their subjects, by Miss Angela du Maurier, and very agreeable reading they make. The author has a crisper, more sophisticated approach than her distinguished sister, though their respective writings have no challenge for each other.

Some queer things are to be found in the great African rivers, and not least queer, to give fiction its due, was the Mississippi steamboat, brought across from the United States by a hopeful young pilot. Mr. Ben Lucien Burman has a crisp way with his writing, and a convincing way with his story: ROOSTER CROWS FOR DAY (Lutterworth Press. 8s. 6d.) is the entertaining result.

BLAME THE BARON (Sampson Low. 8s. 6d.) is a briskly told tale of jewel thieves, police, detectives and jewel-thieves-turned-honest, and is a credit to the ingenuity of Mr. Anthony Morton, who has a nice sense of proportion when it comes to distributing the suspicion.

Mr. Philip John Stead writes with grace and assurance, though a little confusingly, of Italy, Paris and Illyria in the eighteenth century. His story of adventure, romance and magician's charms is told with much detail, and with a richness of background colour that gives an unusual impression of authenticity. THE CHARLATAN (Macdonald. 8s. 6d.), in fact, is quite good fun, especially in the immense variety of its setting.

Mr. Chris Massie writes with the delicacy of a poet, and with a poet's fancy, too, in his new novel, MY LOVE IS STONE (Faber. 9s. 6d.), but there is at the same time something intangible about this story of loves and loyalties; something that sets the story itself at a distance from the reader, never close enough to enter into its reality. Naturally, this detracts from the book's effectiveness, since each character seems to play his part behind a sheet of thick glass, but the story is none the less well contrived.

Any book with the lurid title of STRYCHNINE FOR ONE (Stanley Paul. 9s. 6d.) is its own introduction, and in this case the introduction to Mr. T. Arthur Plummer's story is adequate and exact. An exciting story, in its unpretentious way.

AUGUST STRINDBERG—A DRAMATIST OF VISION : Mr. T. S. Eliot (in centre on right) presiding at the Anglo-Swedish Society's luncheon held to celebrate the centenary of the birth of Strindberg, the Swedish author whose work is now arousing such renewed interest. In the centre is Miss Elizabeth Sprigge, author of *The Strange Life of August Strindberg*, who spoke at the luncheon about the dramatist and his works, and seated at her right hand is Mr. Michael Redgrave, who gave a reading from Strindberg's last play, *The Great Highway*, which is shortly to be produced in London. Mr. Eliot paid a great tribute to Strindberg, and declared that it was with shame and embarrassment that we looked back on the last forty years in which Strindberg's work (to which the times have only now caught up) has been so largely neglected in this country

THE BLOOD BATH OF PASSCHENDAELE

Why Haig Persisted in the Battle

While the memoirs of the leaders of the Second World War crowd upon us, each for a few brief weeks claiming our earnest attention, Brigadier-General Sir James E. Edmonds, the official historian of World War I, plods on with his monumental history. In 1922 came Volume I, the story of the momentous battles of 1914, when Paris so nearly fell, and in the quarter-century since then a succession of volumes has poured from the press, mostly at three-yearly intervals. The latest volume deals with MILITARY OPERATIONS IN FRANCE AND BELGIUM : JUNE TO NOVEMBER, 1917 (H.M. Stationery Office. 30s.), dealing with the two Flanders offensives of 1917, the Messines campaign, with its tremendous artillery bombardment and its record explosion of land-mines, and the long-drawn-out Battle of Ypres terminating in the holocaust of Passchendaele. The reasons, not published at the time, for Haig's persistence at Passchendaele are now set forth, and most people may agree that they were very cogent reasons, being linked with the rising successes of the U-boats based on Flanders ports and the demands of Pétain, on account of the French mutinies, for the Germans to be kept at bay. Sir James may be writing about the war before last, but this is no dry-as-dust narrative, for he never fails to give us revealing glimpses of the human side of the great drama.

Another new official publication—this time dealing with World War II—is PAIFORCE (Stationery Office. 5s.), a popular account of the little-known Persia and Iraq Command. This is not history as Sir James Edmonds writes it, and perhaps at times it is a trifle naïve, but it recounts surely enough how the Command passed 5,000,000 tons of stores and supplies through to Russia and stood guard at a vital time against a Middle Eastern break-through.

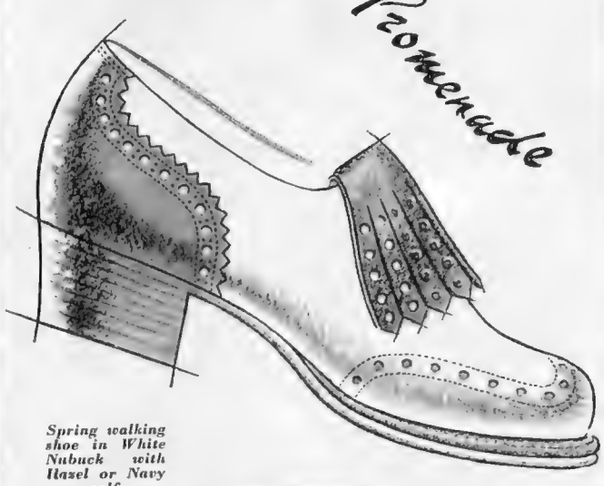
To survey the vast field of Russian literature from the ancient *byliny*, the tales of old time which wandering minstrels passed around the countryside, to the literature of the Revolution, the thundering poetry of Alexander Bloch and the satire of Mayacovski, would not be possible in the space of a brief volume. In his TREASURY OF RUSSIAN LITERATURE (The Bodley Head. 15s.), Bernard Guilbert Guerney wisely makes no such attempt ; but he has selected well, bringing out the highlights of nearly every age, including poems, complete short novels, and short stories and sternly excluding isolated chapters and fragments. He starts with Friar Nestor, Russia's chronicler of the eleventh century, and perhaps rather too swiftly strides forward to Gabriel Derzhavin, the great poet of the age of Catherine, the laureate of her glories. Next comes Vasili Zhukovsky (1783-1852), with whom began the romantic age in Russia, and thereafter a galaxy of names—Pushkin (the poet of Shakespearean stature), Lermentov (creator of so many fine lyrics), Gogol (the first Russian novelist of truly original talent), Turgenev, Dostoievski, Saltycov and Tolstoi. They were indeed Titans of literature. Mr. Guerney brings his " treasury " up to the present time, concluding with Michael Zoshchenco (born 1895), whose humorous gifts make fine play at the expense of Russia's first dental service. Altogether it is a masterly survey, despite the unavoidable gaps, causing us to marvel at the rich variety of Russian culture, the greatness of the contributions to the world's literary heritage.

The pace of world events is too fast for the steady gait of post-war book-publishing, and, in consequence, THE YEAR BOOK OF WORLD AFFAIRS, 1949 (Stevens. 20s.) lags sadly in some respects, notably in the chapters on China and Palestine, where new regimes have loomed up so swiftly. For the student of international problems, however, there is an abundance of well-marshalled facts, notably in Alexander McLeish's chapter on " India—Since Independence Day," J. Daniel's account of the " Conflict of Sovereignties in the Antarctic," and David Thomson's " The Middle Way in France." All three essays give a crystal-clear idea of current trends, shorn of irrelevant speculation.

THE HORSEMAN'S YEAR (Collins. 10s. 6d.), edited by Lieut.-Colonel W. E. Lyon, is now securely established as an ideal year-book for all those interested in hunting, racing and the show ring. For the action pictures of racing in 1948 the book is alone well worth while. John Hislop, the brilliant amateur jockey, contributes the chapter on " The National Hunt Season," and also reviews " the flat."

The first of the monographs in the " New Naturalist Series " is THE BADGER (Collins. 12s. 6d.), by Ernest Neal. How Mr. Neal has overcome the problems of observing this secretive, nocturnal creature is not the least of the attractions of this notable contribution to biology.

a Summer Promenade



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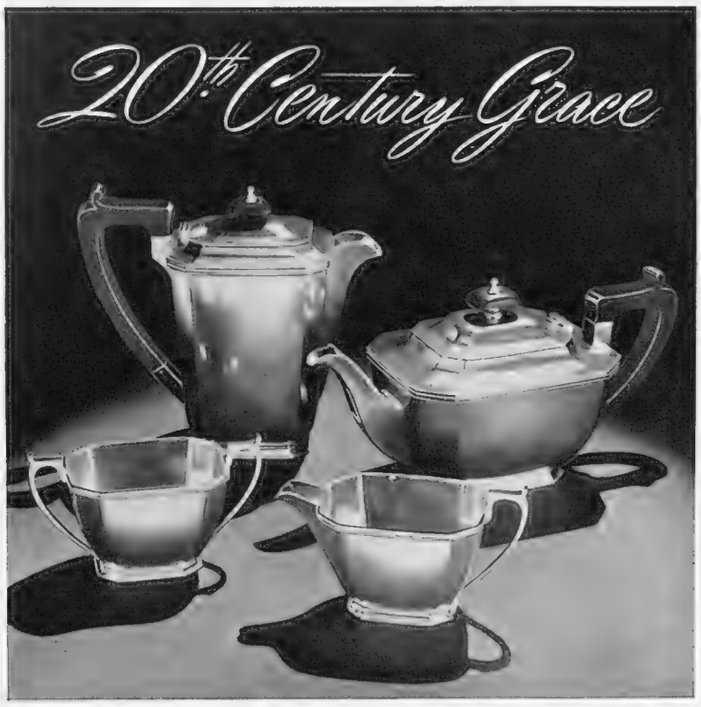

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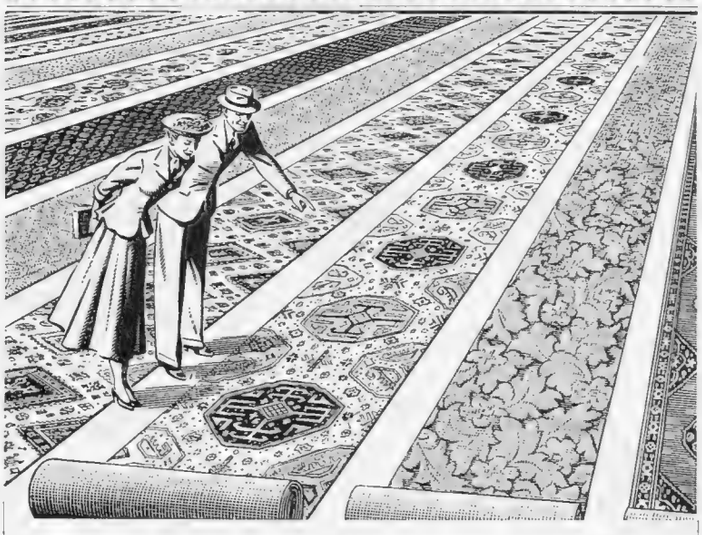

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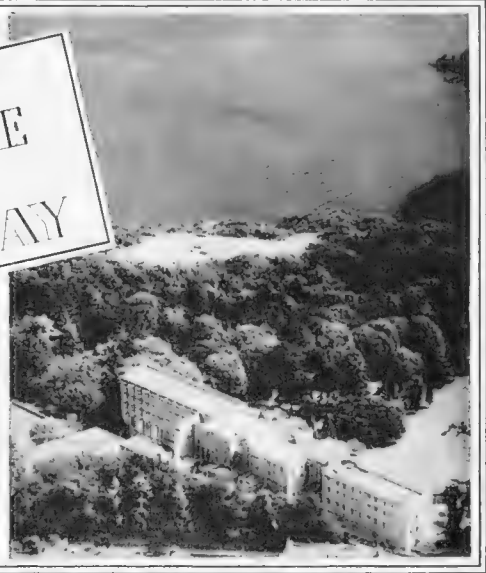

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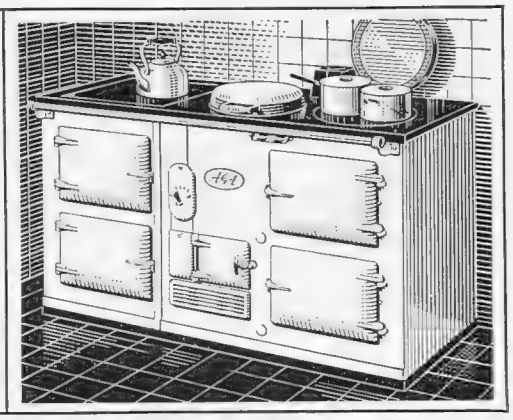
Yet its luxurious comfort is not really costly. The *guaranteed* maximum yearly fuel consumption is so low that your saving on fuel soon covers the cost of your Aga. Its quality is the same as in 1938—and there is no purchase tax. The Aga is indeed a *splendid investment!*

THIS is the Aga Model E Cooker for the larger household. Its guaranteed maximum fuel consumption per year is 3 tons burning coke (which is in plentiful supply), or "Phurnacite". Other models are available and deliveries are now quicker.

Domestic models from £85 to £115

Hire purchase terms available



For full details about the Aga, write to:—

Aga Heat Ltd., 6 Orchard House, Orchard St., London, W.1

(*Proprietors:* ALLIED IRONFOUNDERS LTD.)

four* against pain

MODERN medical science has proved that for real relief from pain, what is needed is not *one* remedial agent, but a combination of *four*.

* These four agents — acetylsalicylic acid, phenacetin and codeine (which are sedatives) and caffeine (which is a stimulant) combined together—act synergistically in 'Cogene'. That is why 'Cogene' is so effective for quick and satisfying relief of headaches, rheumatic pains, toothache, backache, neuralgia, and for help against colds. Non-habit forming. No harmful after-effects. 1/3 from all chemists.

'COGENE'

REGD. BRAND TABLETS

the modern formula for the 4-way relief of pain

A 'GENATOSAN' PRODUCT

Well born — *and of good upbringing!*

Harris Tweed is primitive in the same way as a Hebridean hill — primitive with the rare beauty of unique environment. Only in the Islands of the Outer Hebrides is it made. Hand woven from pure virgin Scottish Wool by the island crofters in the traditional way of their ancestors, its charm is beyond imitation and its endurance unequalled.

HARRIS TWEED

HAND WOVEN HaMisTweed

LOOK FOR THE MARK ON THE CLOTH

LOOK FOR THE LABEL ON THE GARMENT

Issued by The Harris Tweed Association Ltd.

II 7

WHEN IT'S TOO LATE TO AVOID A COLD

you may still manage to reduce its duration and discomfort by taking Serocalcin.

Many people find Serocalcin very effective in PREVENTING colds. Just as many find that the use of Serocalcin in the treatment dosage is an efficient aid in cutting short a cold when preventive measures are too late.

Treatment of an existing cold

Three tablets are taken three times daily. Commenced in the early stages of a cold, this often clears up an attack in 3 or 4 days.

Serocalcin is suitable for adults and children.

Prevention of colds

Two Serocalcin tablets are taken daily for 30 days. In many cases this gives 3 to 4 months' immunity from colds.

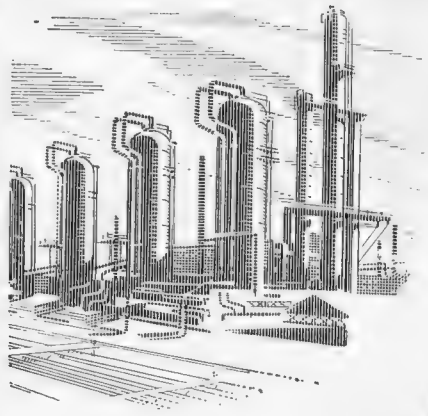
Serocalcin is available in two sizes: The treatment pack of 20 tablets costs 3/- plus 9d. Purchase Tax. The immunising course of 60 tablets costs 7/6 plus 1/9 Purchase Tax.

All who suffer from colds are invited to send to Harwoods Laboratories Ltd., Watford, for descriptive booklet "Immunity from Colds."

SEROCALCIN Regd.

FOR THE PREVENTION & TREATMENT OF COLDS

BEHIND THE PUMPS



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WITH ALL CAR TYPE

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Your Garage will give you full details of this UNIQUE BATTERY RENEWAL SCHEME.

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£5

will clothe a child for almost a year.

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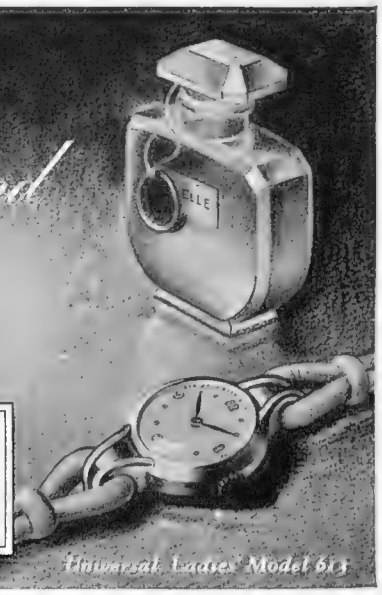

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Everyone has someone

worth saving for

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The more things alter . . .

"The more they remain the same" . . . might have been written about us at Bernard Weatherill. Difficulties pile upon difficulties. Production costs still soar starwards. Yet we face up to it all and still offer a diversity of choice suitings. Our present stocks are the best since 1939. Our cut and all-round tailoring value is quite the finest in the West End—so our customers tell us.

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£29.7.8 including purchase tax. Batteries extra.

That's the B.C. 4956, the most outstanding 5-valve, all-wave superhet of its kind, with a tastefully designed walnut-veneered cabinet. Tone control, flywheel tuning, etc. Sensitive, powerful, pure in tone, free from 'background,' yet so economical on the batteries. Ask your dealer.

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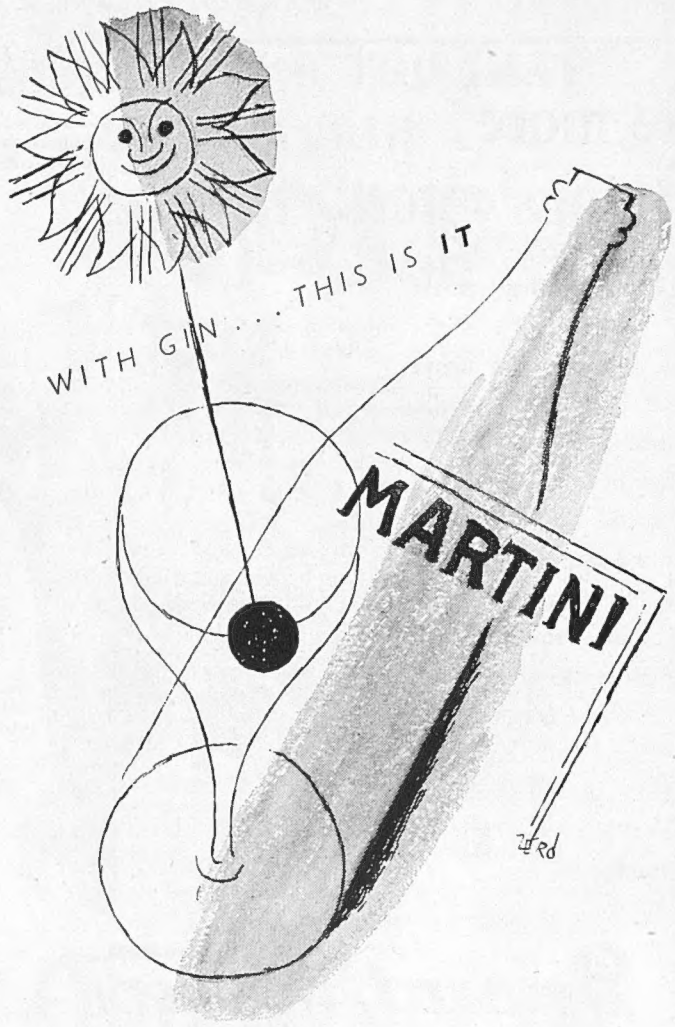

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The vital times for economy are :

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These times apply 5 days a week, Monday to Friday.

The Plan Progresses

In 1948 more than 560,000 kilowatts of new capacity were brought into operation in British Electricity's power stations. In 1949 and in 1950, the increase should be twice this amount and in succeeding years, three or more times, until the power shortage is overtaken.

BRITISH ELECTRICITY

February, 1949

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KERFOOTS *Antiseptic* THROAT PASTILLES

The experience of three generations

From your Chemist

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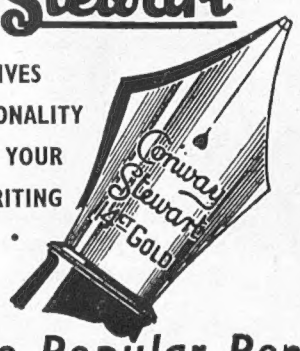
The ALL-BRITISH Conway Stewart

GIVES PERSONALITY TO YOUR WRITING



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TABLETS

30 Tablets 1/3—75 Tablets 2/6

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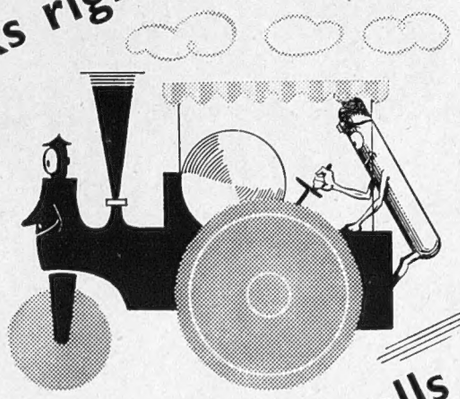
Forks right,



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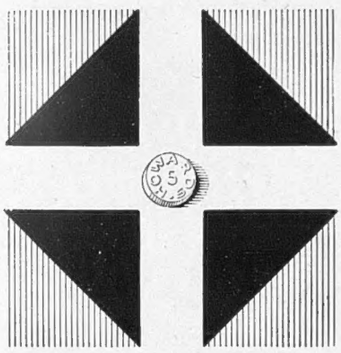

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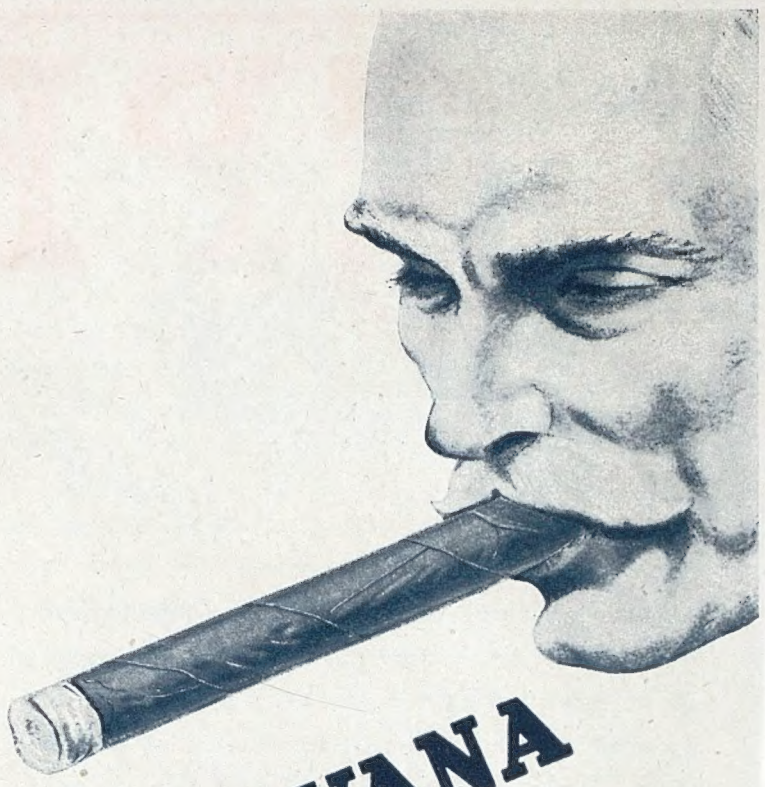

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